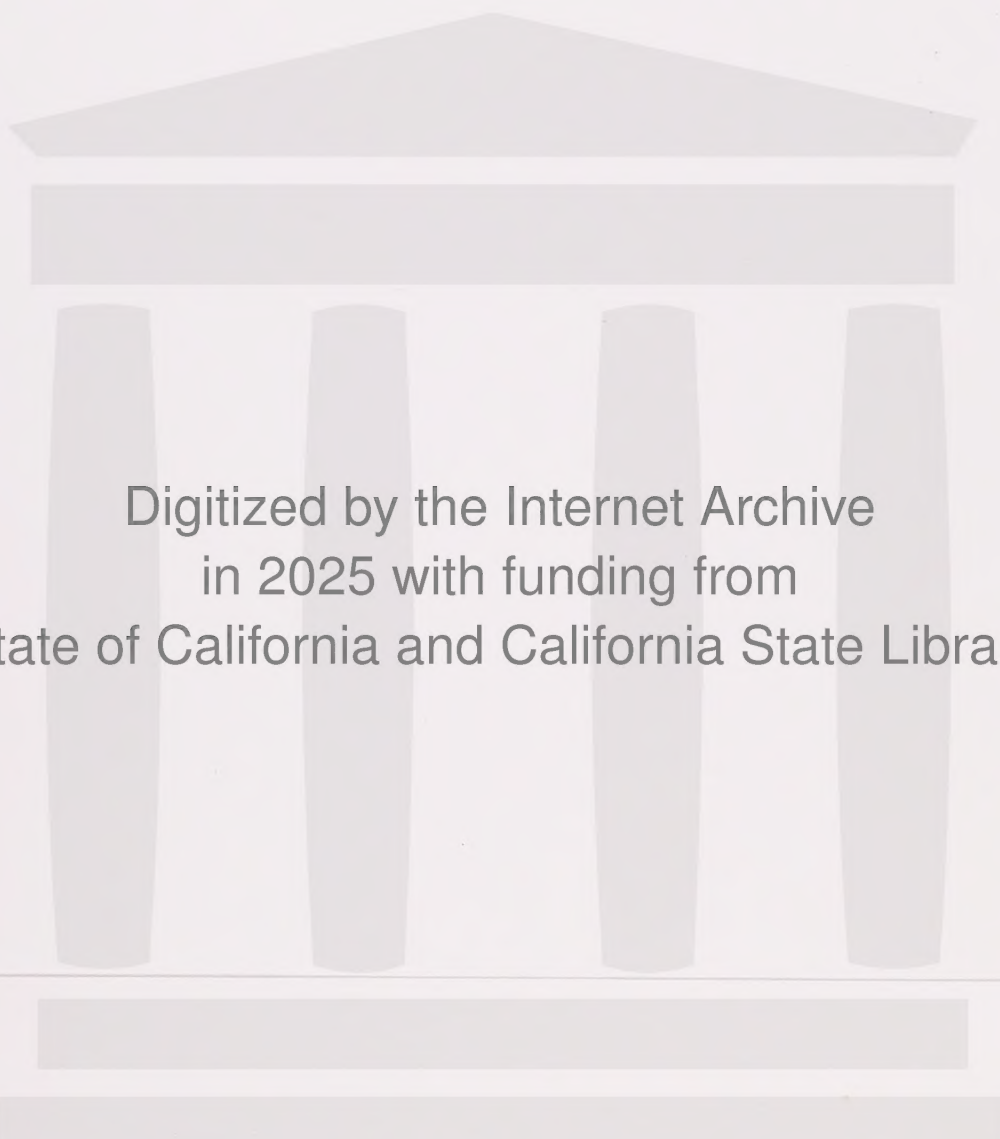


# Westchester Playa del Rey Plans



A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES





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# Westchester Playa del Rey Plans



A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES





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December 3, 1997

Dear Plan Book Recipients:

**WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN - PLAN BOOK CORRECTION**

The attached correction for the Plan land use designation for Loyola Marymount University shall be incorporated into the Westchester-Playa Del Rey Community Plan. The University shall be designated in the Community Plan for Low Density Residential, with corresponding zones of RS, R1, and RE9 and a corresponding height district of 1VL. Furthermore, Footnote No. 16 shall be affixed to the university site on the Plan map and the following statement added to the legend:


16. *Loyola Marymount University shall also have a corresponding zone of [Q]R4 and a corresponding Height District of 1. Use shall be limited to university and residential use, with density limited to that of the R1 Zone.*

Concurrent with this Plan Book correction is a restoration of that portion of Ordinance No. 165,865, which was adopted during the original General Plan / Zoning Consistency process for the Westchester-Playa Del Rey Community. The Director of Planning has determined that ordinance to be the intent of the Planning Commission and City Council because of the input and deliberation that preceded it, and that it should supersede the more recent Open Space II / Clean Up ordinance for the General Plan/Zoning Consistency Program (AB283). The correction ordinance was adopted by the City Council on November 19, 1997.

If you have any questions on this matter, please contact Gary Booher, AB283 Coordinator, at (213) 580-5563.

Sincerely,

CON HOWE  
Director of Planning

  
ROBERT H. SUTTON  
Deputy Director

RHS:GB:gb

Attachment

loyola

PUBLIC COUNTER & CONSTRUCTION SERVICES CENTER  
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December 2, 1996

TO: Plan Booklet Recipients

FROM: Michelle Clarkson, Senior Clerk  
Central Publications Unit  
Department of City Planning

SUBJECT: PLAN BOOKLET ADDITIONS/REVISIONS

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DEC 9 1996

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Enclosed are the most recent additions/revisions made to the  
WESTCHESTER PLAYA DEL REY plan(s).

Please add the specific plan portions and replace other sheets  
(table of contents, log sheet, back credit page, and two maps) to  
your plan booklet.

If you have any questions, please contact the Central Publications  
Unit at (213) 580-5250.

LS:smc

Enclosure (1 copy)











# Los Angeles City Planning Department

Room 561 City Hall



---

December 21, 1994

TO: Plan Booklet Recipients

FROM: Robert H. Sutton, Deputy Director of Planning 

SUBJECT: CORRECTION TO WESTCHESTER/PLAYA DEL REY PLAN BOOKLET

The Westchester/Playa Del Rey Plan Booklet is finally being released. However, I am alerting you to an error on the "Playa Vista Land Use Plan, City of Los Angeles Local Coastal Program" map. As soon as the correction is made, an updated map will be distributed to all recipients.

Please contact me at 213/237-1818 if I can be of further assistance.

RHS:LS:jlc







# Westchester Playa del Rey Plans



## TABLE OF CONTENTS

### **Plan Amendments Date Log**

#### **A. Community Plan**

1. Generalized Land Use Map
2. Generalized Circulation Map
3. Text\*
4. Plan Maps

#### **B. Coastal Transportation Corridor Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

#### **C. Coastal Bluffs Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

#### **D. Playa Vista Area B Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

#### **E. Playa Vista Area D Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

#### **F. Los Angeles Airport/El Segundo Dunes Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

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\* This document is a reformat of the District Plan as it formerly appeared in the broadside format. The Maps reflect the broadside subsequently amended by the General Plan Consistency Program (AB 283), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.





# PLAN AMENDMENTS DATE LOG\*

# WESTCHESTER-PLAYA DEL REY PLANS

Adopted by City Council  
June 13, 1974  
C.F. 72-2670

Date	Amendment	Council File
Jan. 12, 1981	Los Angeles International Airport Interim Plan	80-4283
June 3, 1983	Hughes Aircraft Corp. Headquarters	82-2052
Dec. 7, 1983	Emerson Ave. Redesignation	82-2044 S1
July 13, 1984	Hotels in M Zones	83-1355 S1
Sept. 20, 1985	Coastal Transportation Corridor Specific Plan	83-1859 83-1940
Nov. 19, 1985	Playa Vista Area B Specific Plan and Playa Vista Area D Specific Plan	85-1160 85-1975 85-1976
Feb. 7, 1986	Del Rey Addition 1-81	85-1160 85-1975 85-1976
May 22, 1987	Westchester - Playa Del Rey Detachment 1-86	87-0675
June 26, 1987	AB 283 Industrial/Residential - Western Los Angeles	87-0590
Oct. 13, 1987	Periodic Plan Review, Window 3, Item 6, Manchester Ave.	87-1000 S6
Oct. 13, 1987	Periodic Plan Review, Window 3, Item 7, Sepulveda Blvd.	87-1000 S7
Oct. 13, 1987	Periodic Plan Review, Window 3, Item 8, Sepulveda Blvd.	87-1000 S8
June 15, 1988	AB 283 Plan Amendment	86-0534 S2
March 21, 1989	Major Plan Review - Plan Amendment, Centinela Ave.	88-2174
May 30, 1989	AB 283 General Plan/Zoning Consistency	86-0534 S2
Oct. 13, 1989	Mobilehome Footnote	89-0119
March 14, 1990	Playa Vista Area B Specific Plan Amendment	89-1794
March 27, 1991	Land Use Footnote	90-1422
May 1, 1992	AB 283 Open Space	92-0163
May 13, 1992	Los Angeles Airport/El Segundo Dunes Specific Plan	80-4283 82-1897 91-1870
Aug. 4, 1993	Coastal Transportation Corridor Specific Plan	88-1984 S1
Sept. 27, 1994	Coastal Bluffs Specific Plan	92-0042 S4
Dec. 8, 1995	Playa Vista Area D Specific Plan Amendment	93-1621 S1













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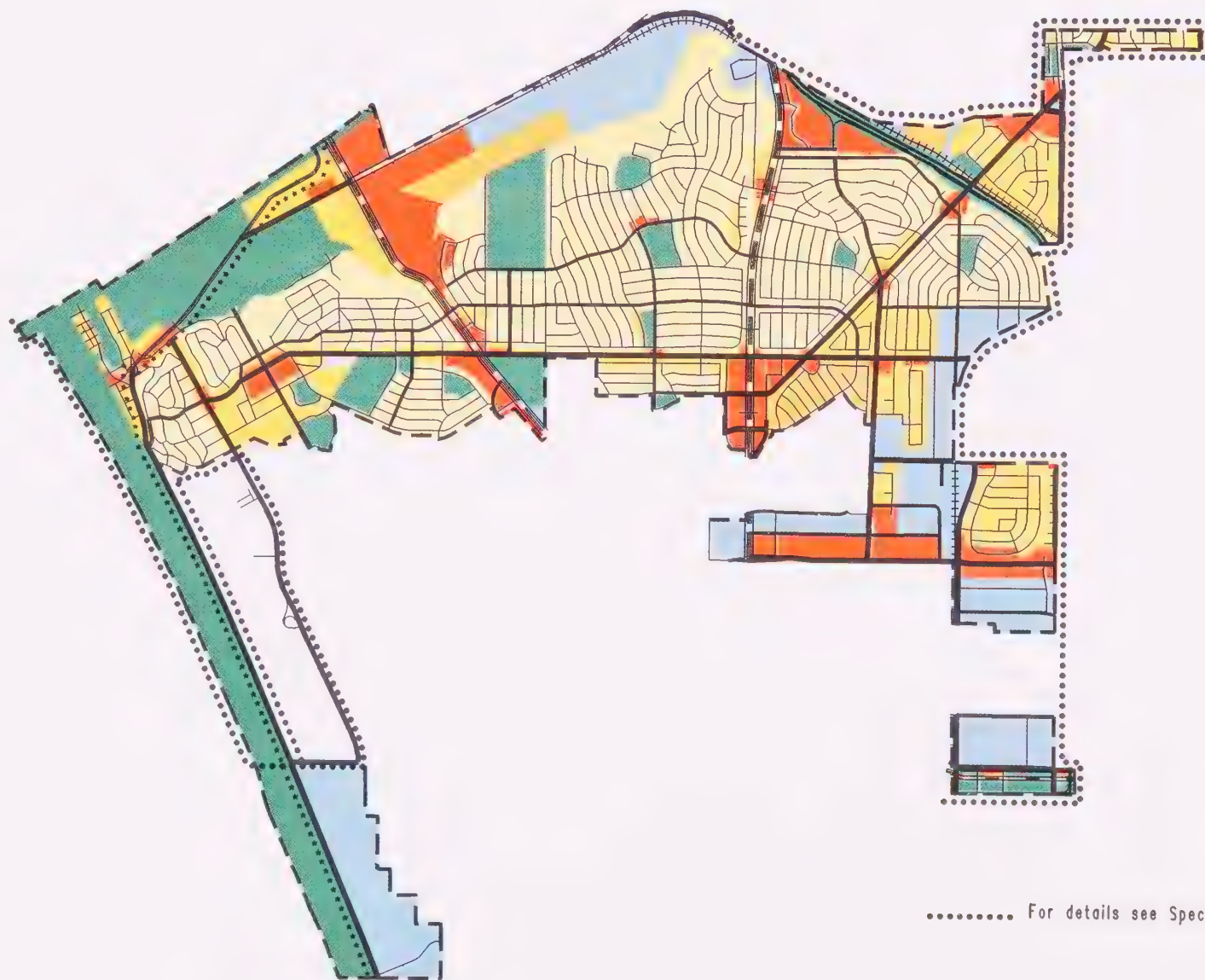
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SUBAREA 490

**WESTCHESTER-PLAY DEL REY**

PLAN CORRECTION





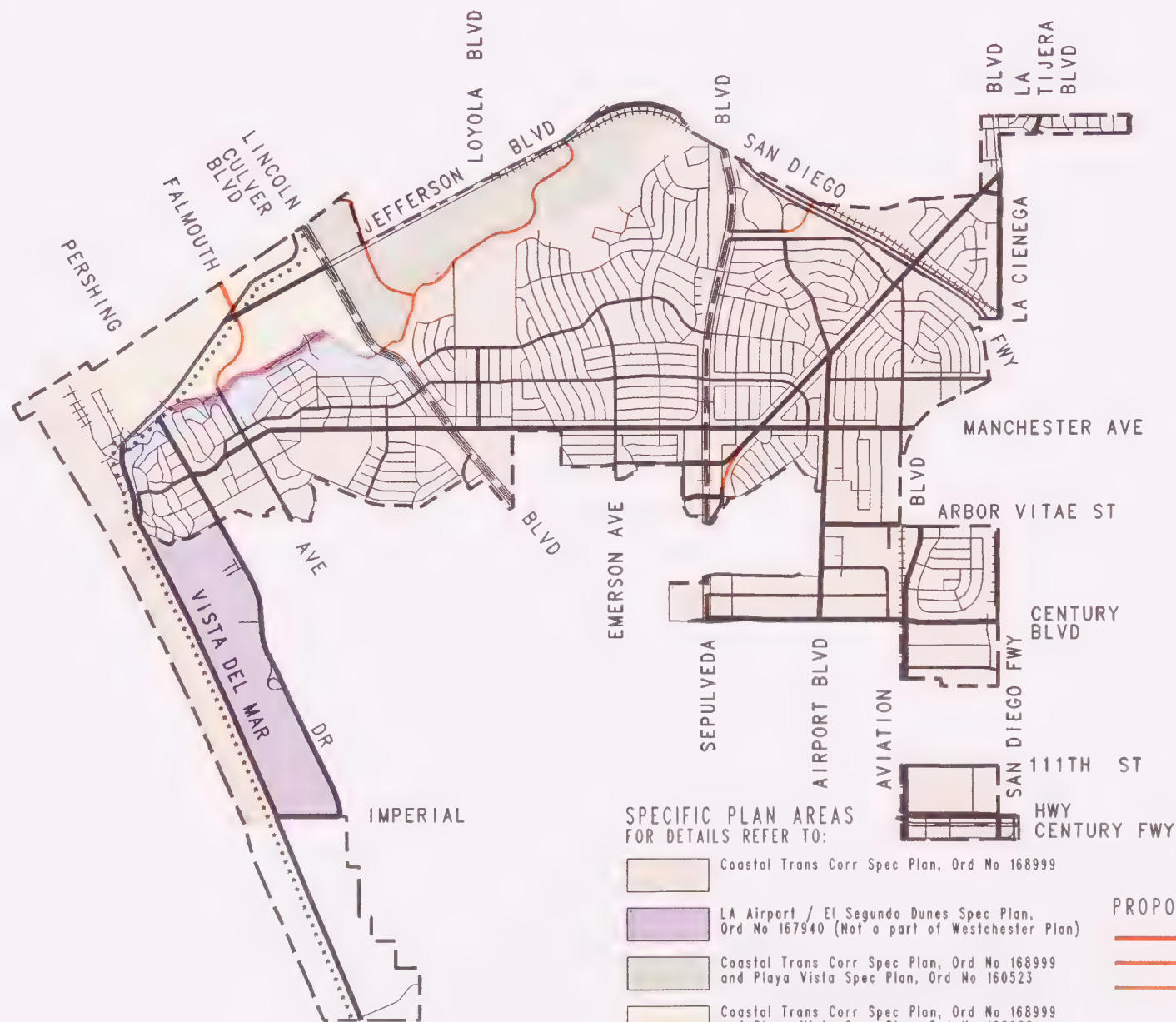
..... For details see Specific Plan

WESTCHESTER - PLAYA DEL REY  
GENERALIZED LAND USE

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# WESTCHESTER - PLAYA DEL REY GENERALIZED CIRCULATION

## SPECIFIC PLAN AREAS FOR DETAILS REFER TO:

- Coastal Trans Corr Spec Plan, Ord No 168999
- LA Airport / El Segundo Dunes Spec Plan, Ord No 167940 (Not a part of Westchester Plan)
- Coastal Trans Corr Spec Plan, Ord No 168999 and Playa Vista Spec Plan, Ord No 160523
- Coastal Trans Corr Spec Plan, Ord No 168999 and Playa Vista Spec Plan, Ord No 165638
- Coastal Bluffs Spec Plan, Ord No 170046  
Coastal Trans Corr Spec Plan, Ord No 168999
- Coastal Bluffs Spec Plan, Ord No 170046  
Coastal Trans Corr Spec Plan, Ord No 168999 and Playa Vista Spec Plan, Ord No 165638

## PROPOSED CIRCULATION

- Proposed Major Hwy
- Proposed Secondary Hwy
- Proposed Collector Hwy



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## TABLE OF CONTENTS

### **Coastal Transportation Corridor Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

280MISC (071896)





## Part 1

### COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN Ordinance No. 168,999 Effective September 22, 1993

#### SUMMARY OF PROVISIONS

##### **Purpose**

The purpose of the Specific Plan is to mitigate transportation impacts generated by new commercial and industrial development and to provide a mechanism to fund specific transportation improvements due to transportation impacts generated by new development.

##### **Affected Projects**

- Any construction, addition, conversion, change of use, or use of land on a lot in the C, M, or P Zones which requires the issuance of a building, grading or foundation permit and which results in an increase in the number of trips as determined by DOT.
- Exemptions include single-family dwellings and demolition projects and electrical, plumbing, mechanical, facia, sign installations and earthquake-related modifications.

##### **Transportation Mitigation**

- For projects generating 42 or fewer trips, the applicant shall make dedications/improvements and pay the Transportation Impact Assessment (TIA) fee.
- For projects generating 43 or more trips, the applicant shall make dedications/improvements and pay TIA fee. Applicant shall provide a Traffic Mitigation Plan (TMP) when the traffic assessment finds a significant transportation impact.
- For projects generating more than 100 trips, the applicant shall submit a Transportation Demand Management (TDM) program.
- For projects generating 500 or more trips and for projects proposing more than one phase, the applicant shall submit a proposed phasing program. Department of Airport projects within Airport Corridor Area are exempt from phasing program regulations.
- Mitigation measures may include:
  - Street widenings and dedications
  - Construction of off-site improvements
  - Traffic signal system improvements
  - Transportation demand management measures
  - Implementation of transit improvements
  - Payment of TIA fee and
  - Land dedications
- Covenant and agreement is required for the transportation mitigation measures required by the approved TMP and to acknowledge contents and limitations of the Specific Plan.

##### **Transportation Demand Management (TDM) Programs**

TDM program may include:

- Direct financial incentives for ridesharing
- Establishment of carpool, buspool, or vanpool programs
- Subsidization of carpools or use of public transit
- Employee use of company vehicles for ridesharing
- Preferential parking for vehicles used for ridesharing
- Compressed work weeks
- Flexible work hours
- Telecommuting or work at home

Covenant and agreement is required to submit a TDM program within five years of issuance of certificate of occupancy.

##### **Transportation Impact Assessment (TIA) Fee**

- Where required, the TIA fee shall be paid or guaranteed before issuance of building permit.
- TIA fee shall be paid in full or by a 10% deposit with balance to be paid prior to the issuance of a building permit or in 120 monthly installments.
- $\text{Fee} = \text{Number of Trips Generated} \times \text{Trip Cost Factor}$
- Trip cost factor is \$5,690/trip (1993). The factor is to be indexed annually.
- TIA fee shall be used to fund implementation of the transportation improvements listed in Appendix B of the Specific Plan.
- Projects exempt from the TIA fee include local serving uses and freestanding commercial or medical office projects of less than 20,000 square feet.

##### **Credits from the TIA Fee**

- Trip credits for previous land use are based upon length of time previous use was in place.
- In-lieu credit against the TIA fee shall be given for all or portions of:
  1. Regional and subregional transportation and transit improvements;
  2. Land dedications for larger transportation improvement or facility; and
  3. TDM programs which have demonstrated effectiveness within 5 years of issuance of certificate of occupancy.
- In-lieu credit may also be granted, by the City Council, for a project that contributes to a more balanced job/housing ratio in the Specific Plan area through provision of dwelling units otherwise unsubsidized by any public agency.



### **Phased Project**

- A project which generates 500 or more trips or proposes more than one phase shall submit an application proposing a phasing program. The phasing program shall be reviewed by the Department of Transportation and the Department of Planning.
- A covenant and agreement is required to comply with phasing program provisions.

### **Public Pedestrian Facilities**

- A project shall dedicate the right-of-way needed for construction and access to public pedestrian bridges as shown on the applicable community plans, and conform to the design standards set forth by the City Engineer.

### **Appeals**

- A determination made by the Department of Transportation may be appealed to the General Manager of Department of Transportation.
- A determination on a phasing program or public pedestrian facility may be appealed to the City Planning Commission.
- A determination made by the General Manager of the Department of Transportation or the City Planning Commission may be appealed to the City Council.

### **Violations**

- A violation of the Specific Plan is a misdemeanor.

280CTC1(111094)

## Part 2

### COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN Ordinance No. 168,999 Effective September 22, 1993

#### SUBJECT INDEX

<u>SUBJECT</u>	<u>PAGE</u>	<u>SUBJECT</u>	<u>PAGE</u>
Airport Corridor Area	4-1,10	In-Lieu Credit	4-2,8
Appeals	4-1,11	Regional or Subregional Transportation and Transit Improvement	4-3,8,9,10,14,15
Application		Larger Transportation Improvement	4-2,9
Project	4-4	Effective TDM Program	4-3
Phasing Program	4-2,10	Multi-Phase Project	4-9
Average Vehicle Ridership (AVR)	4-2,5,6,9	Land Dedication	4-9
		Housing Production Program	4-10
Carpool	4-2,5,6	Biannual Report	4-10
City Council	4-1,11		
City Engineer	4-4,5,9,11	Land Dedications and Improvements	4-5,9
City Planning Commission	4-4,11	Transportation Improvements List (Appendix B)	4-14
Covenant and Agreement		Programmed Improvements Table (Appendix C)	4-15
Owner Acknowledgement	4-4,5	Land Use	4-10
Phased Project	4-10	Local Serving Uses	4-2,7,13
TDM Program	4-5	Trip Generation Table (Appendix A)	4-13
Traffic Mitigation Plan (TMP)	4-4,5	Larger Transportation Improvement	4-2,9
Credits (see Fees, In-Lieu Credit)		Level of Service	4-2
		Local Serving Uses	4-2,7,13
Definitions	4-1	Mitigation of Transportation Impacts	4-5
Department of Airports	4-2,8,10	42 or Fewer Trips	4-5
Department of Housing	4-2,10	43 or More Trips	4-5
Department of City Planning	4-10,11	Guarantee	4-5
Department of Public Works	4-5	Mitigation Measures	4-5
Dwelling Unit			
Low Income	4-2,10	Peak Hour	4-2
Moderate Income	4-2,10	Peak Trips Per Hour	4-2,4,10,13
Very Low Income	4-2,10	Pedestrian Facilities, Bridges	4-2,11
Exceptions (see Specific Plan)		Permit	
Fees		Building, grading, foundation	4-4,5
Appeals	4-11	B-Permit	4-5,9
Exception to Specific Plan	4-1	Phasing Program, Multi-Phase Projects	
Project Application/Filing	4-4	Programmed Improvements Table (Appendix C)	4-15
TIA Fee	4-6	Project, definition	4-2
Exemptions	4-7	Project Serving Improvements	4-3,9
In-Lieu Credits	4-2,8,10	Purpose	4-1
Nonconformance Assessment	4-9		
Refunds	4-8	Regional or Subregional	4-3,8,9,10
Trip Credits	4-8	Transportation Improvements	
Fund (see Specific Plan)		Significant Transportation Impact	4-3,4
Jobs/Housing Ratio	4-10	Specific Plan	
Highway Dedication and Improvement (see Land Dedication)		Area	4-1,3
		Exceptions	4-1
		Exemptions	4-4
		Report on Status of Fund and Plan Implementation	4-11
		Review of	4-11
		Violations	4-11

<u>SUBJECT</u>	<u>PAGE</u>
Traffic Assessment	4-3,4
Traffic Impact Mitigation	4-3
Traffic Mitigation Plan (TMP)	4-3,5
Transit Facility	4-3,9,14
Transportation Coordinator	4-3,6
TDM	
Program	4-3,5,6,9
Performance Reports, Annual	4-6
TIA Fee	4-3,4,6,7,8
Transportation Improvements List	4-6,14
(Appendix B)	
(see also Regional or Subregional	
Transportation Improvements)	
Transportation Mitigation Plan	
Standards and Procedures	4-4
Program	4-5
Trip	4-3
Trip Cost Factor	4-7
Trip Credit	
Trip Generation Table (Appendix A)	4-13
(see also In-Lieu Credit)	
Vanpool	4-3,6
Violations	4-11
V/C Ratio	4-3

280CTC2(111094)



Part 3

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN  
Ordinance No. 168,999  
Effective September 22, 1993

ANNOTATED TABLE OF CONTENTS

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
			Calculation	Fee = Number of Trips X Trip Cost Factor	6C
			Trip Cost Factor	\$5,690 per trip (1993). Factor to be indexed annually.	6D
Transportation Mitigation		5	Uses of Fee	Fee is for transportation improvements listed in Appendix B.	6E
Prohibition	Permit requires completion of mitigation measures. Exempts single-family dwellings, demolition projects and specified permits.	5A	Exemptions	Local serving uses, freestanding commercial or medical office projects less than 20,000 sq. ft.	6F
Covenant & Agreement	Applicant to complete transportation mitigation measures pursuant to approved TMP. Owner to acknowledge contents and limitations of Specific Plan.	5B	Refunds	Provisions, procedures	6G
Review of Impacts	Applicant to submit application and pay filing fee. Department of Transportation (DOT) to determine number of trips, trip credit, and traffic impacts.	5C	Credits from TIA Fee	Trip credit from previous land use	7A
Mitigation	Applicant to make highway dedications and improvements. DOT to provide traffic assessment for projects generating 43 or more trips and if traffic assessment determines impacts, applicant to provide a TMP.	5D		In-lieu credits given for regional or subregional transportation and transit improvements, effective TDM program, and land dedications for larger transportation improvements or transit facility.	7B
Guarantee of Mitigation	Guarantee, covenant and agreement, and compliance with TIA Fee provisions required.	5E		Additional in-lieu credit to be given to a project that contributes to a more balanced jobs/housing ratio.	
Improvements	Dedications and improvements to be provided and approved by City Engineer and DOT prior to permit.	5F	Land Use		8
TDM	Transportation Demand Management program (TDM) and covenant and agreement required for project which generates more than 100 trips. TDM performance reports required annually.	5G	Phasing Program	Regulations, application, and covenant and agreement. For projects which generate 500 or more trips, application requires specified information, review of phasing program and building permit by phase, and covenant and agreement.	8A
TIA Fee	Transportation Impact Assessment Fee	6	Public Pedestrian Facilities	Dedication of right-of-way and access and conformance to design standards.	8B
	Fee to fund transportation improvements listed in Appendix B. Payment required prior to permit.	6A	Appeals	Determination by DOT may be appealed to General Manager of DOT.	9A
Payment	Fee to be paid in full or by deposit and installments prior to permit.	6B		Determination by DOT and City Planning on phased program or pedestrian facilities may be appealed to City Planning Commission.	9B
				Determination by General Manager of DOT or City Planning Commission may be appealed to City Council.	9C

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
<b>Review of Specific Plan</b>	DOT shall report biannually to City Council on status of fund and implementation of Specific Plan.	10
<b>Violations</b>	Violation of the Specific Plan is a misdemeanor.	11

#### **Appendices**

Appendix A	Trip Generation Table
Appendix B	List of Transportation Improvements
Appendix C	Table of Programmed Improvements

280CTC3(032395)

## Part 4

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN  
Ordinance No. 168,999  
Effective September 22, 1993

SECTION	PAGE
1 REPEAL OF THE 1985 COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN, ORDINANCE NO. 160,394	4-1
2 ESTABLISHMENT OF TRANSPORTATION SPECIFIC PLAN	4-1
A. Purpose	4-1
B. Specific Plan Area	4-1
C. Airport Corridor Area	4-1
3 RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE	4-1
4 DEFINITIONS	4-1
Adjacent Intersection	4-1
Air Transportation Purposes	4-2
Applicant	4-2
Average Vehicle Ridership (AVR)	4-2
Carpool	4-2
City Building Cost Index	4-2
Convenience Market	4-2
Dwelling Unit, Low Income	4-2
Dwelling Unit, Moderate Income	4-2
Dwelling Unit, Very Low Income	4-2
Governmental or Public Facilities	4-2
In-Lieu Credit	4-2
Larger Transportation Improvement	4-2
Level of Service	4-2
Local Serving Uses	4-2
Peak Hour	4-2
Pedestrian Bridge	4-2
Phasing Program	4-2
Project	4-2
Project Serving Improvements	4-3
Regional or Subregional	4-3
Transportation Improvements	
Shopping Center	4-3
Significant Transportation Impact	4-3
Specific Plan Area	4-3
Super Major Highway	4-3
Supermarket	4-3
Traffic Assessment	4-3
Traffic Impact Mitigation	4-3
Traffic Mitigation Plan (TMP)	4-3
Transit Facility	4-3
Transportation Coordinator	4-3
Transportation Demand	4-3
Management (TDM)	
Transportation Impact	4-3
Assessment (TIA) Fee	

<u>SECTION</u>	<u>PAGE</u>
Trip	4-3
Trip Cost Factor	4-3
Vanpool	4-3
V/C Ratio	4-3
5	TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES 4-4
A.	Prohibition 4-4
B.	Covenant and Agreement 4-4
C.	Review of Transportation Impacts 4-4
D.	Mitigation of Transportation Impacts 4-5
E.	Guarantee of Mitigation Measures 4-5
F.	Land Dedications and Improvements 4-5
G.	Transportation Demand Management Programs 4-5
6	TRANSPORTATION IMPACT ASSESSMENT FEE 4-6
A.	Establishment of Transportation Impact Assessment (TIA) Fee 4-6
B.	Fee Payment Procedures 4-7
C.	Calculation of Fee 4-7
D.	Trip Cost Factor 4-7
E.	Uses of the Fee 4-7
F.	Exemptions from Fee 4-7
G.	Refunds 4-8
7	CREDITS FROM THE TIA FEE 4-8
A.	Trip Credit for Previous Land Uses 4-8
B.	In-Lieu Credits 4-8
8	LAND USE 4-10
A.	Phasing Program 4-10
B.	Public Pedestrian Facilities 4-11
9	APPEALS 4-11
A.	Appeal to the Department of Transportation 4-11
B.	Appeal to City Planning Commission 4-11
C.	Appeal to City Council 4-11
10	REVIEW OF THE SPECIFIC PLAN 4-11
11	VIOLATIONS 4-11
12	SEVERABILITY 4-12
APPENDIX A - Trip Generation Table 4-13	
APPENDIX B - List of Transportation Improvements 4-14	
APPENDIX C - Table of Programmed Improvements 4-15	





**COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN**  
**Ordinance No. 168,999**  
**Effective September 22, 1993**

An ordinance repealing Ordinance No. 160,394 and establishing the Los Angeles Coastal Transportation Corridor Specific Plan for the area of the Westchester-Playa Del Rey Community Plan, the Palms-Mar Vista-Del Rey Community Plan, the Venice Community Plan and the Los Angeles International Airport Interim Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

**Section 1. REPEAL OF THE 1985 COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN, ORDINANCE NO. 160,394.**

Ordinance No. 160,394 is hereby repealed.

**Section 2. ESTABLISHMENT OF COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN.**

**A. Purpose.**

The Coastal Transportation Corridor Specific Plan is intended to:

1. Provide a mechanism to fund specific transportation improvements due to transportation impacts generated by the projected new commercial and industrial development within the corridor; and
2. Establish the Coastal Transportation Corridor Impact Assessment Fee process for new development in the C, M and P Zones and for development on property owned by the Department of Airports; and
3. Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses; and
4. Establish a Coastal Transportation Corridor infrastructure implementation process; and
5. Promote or increase work-related ridesharing and bicycling to reduce peak-hour Trips and to keep critical intersections from severe overload; and
6. Avoid Peak Hour Level of Service (LOS) on streets and interchanges from reaching LOS F or, if presently at LOS F, preclude further deterioration in the Level of Service; and
7. Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies; and

8. Reduce commute Trips by encouraging the development of affordable housing at or near job site; and
9. Ensure that the public transportation facilities that will be constructed with funds generated by the Specific Plan will significantly benefit the contributor; and
10. Encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle lanes.

**B. Specific Plan Area.** The Specific Plan Area consists of an area, as shown on the Specific Plan Map, which includes all or parts of the Westchester-Playa Del Rey Community Plan Area, the Palms-Mar Vista-Del Rey Community Plan Area, the Venice Community Plan Area and the Los Angeles International Airport Interim Plan Area, generally bounded by the City of Santa Monica on the north, Imperial Highway on the south, San Diego Freeway on the east, and the Pacific Ocean on the west.

**C. Airport Corridor Area.** The Los Angeles International Airport Corridor Area consists of an area as shown on the Specific Plan Map, generally bounded by Manchester Avenue to the north, Imperial Highway to the south, City of Los Angeles boundary line to the east and Vista Del Mar to the west.

**Section 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.**

- A.** The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter or other ordinances, except as specifically provided herein.
- B.** The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 D, the City Planning Commission and the City Council on appeal may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

**Section 4. DEFINITIONS.**

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03, if defined therein.

**Adjacent Intersection.** Any intersection which is within a one mile radius from any lot line of the Project or which affects or is affected by a Project, as determined by the Department of Transportation.

**Air Transportation Purposes.** Aviation-related activities and facilities, including aircraft operations, whether commercial or noncommercial; aircraft maintenance facilities; air cargo facilities; airport operation facilities, including terminals; and other passenger-related facilities, excluding Governmental or Public Facilities. Hotels, motels, commercial retail restaurants and bar uses, housing, car rental facilities, commercial offices, research and development uses and industrial parks are not considered Air Transportation Purposes.

**Applicant.** Any person, as defined in LAMC Section 11.01, submitting an application for a building, a grading or a foundation permit for a Project.

**Average Vehicle Ridership (AVR).** The number derived by dividing the employee population at a given worksite that reports to work weekdays between 6 a.m. and 10 a.m. by the number of vehicles driven by these employees commuting from home to the worksite during these hours. AVR may be calculated using weekly or biweekly averaging periods. The applicable employee population is multiplied by the number of weekdays in the selected averaging period, then divided by the total number of vehicles driven by these employees to the worksite during the same period. Vehicles counted shall exclude bicycles, transit vehicles, buses serving multiple worksites, and cars stopping on route to other worksites.

**Carpool.** Two or more persons travelling together in a single vehicle.

**City Building Cost Index.** An index for tracking inflation in building costs for the Los Angeles Metropolitan Area, published by Marshall and Swift. If for any reason this index ceases to be published, then a similar building cost index shall be utilized as determined by the Department of Transportation.

**Convenience Market.** A retail store which has a floor area less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

**Dwelling Unit, Low Income.** A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 80 percent of the median annual income for persons or families residing in the Los Angeles Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

**Dwelling Unit, Moderate Income.** A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income is up to 120 percent of the median annual income for persons or families residing in the Los Angeles Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

**Dwelling Unit, Very Low Income.** A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 50 percent of the median annual income for persons or families residing in the Los Angeles

Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

**Governmental or Public Facilities.** Capital improvements and/or buildings or structures primarily used for the operation of City, County, State or Federal governments including, but not limited to, police and fire stations, government offices, government equipment yards, sanitation facilities, schools, parks, Federal Aviation Authority or Department of Airports administrative facilities, and similar facilities in or through which general government operations are conducted. Private commercial or industrial activities pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

**In-Lieu Credit.** A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 7 of this Ordinance.

**Larger Transportation Improvement.** A transportation improvement which is in excess of major highway standards.

**Level of Service.** The operational characteristics of an intersection based on the delay being experienced by vehicles passing through an intersection in the peak hour, calculated using a ratio of its traffic volume (V) and its intersection traffic capacity (C) and based on intersection geometrics, peak-hour volumes, turning movements and signal phasing. Level of Service varies from A to F, with A representing free-flow, uncongested conditions and F representing traffic jam conditions. Level D is the level commonly experienced in urban areas during peak hours where drivers occasionally must wait through more than one signal cycle to proceed through the intersection. Level E is generally considered at capacity.

**Local Serving Uses.** Land uses which serve a local community, generate Trips of 3 miles or less and which do not substantially affect the regional or subregional transportation infrastructure as determined by the Department of Transportation. These uses are referenced by an asterisk in the Trip Table in Appendix A.

**Peak Hour.** The single hour of the highest volume of traffic passing the Project on adjacent streets.

**Pedestrian Bridge.** A grade-separated public pedestrian way over a public street, as shown on the map for the Los Angeles International Airport Interim Plan, the Palms-Mar Vista-Del Rey Community Plan, the Venice Community Plan or the Westchester-Playa Del Rey Community Plan, whichever is applicable.

**Phasing Program.** A schedule which is applicable to any Project for the purpose of determining the timing of construction of a Project and the construction of related transportation improvements.

**Project.** Any construction, addition, conversion, change of use, or use of land on a lot in the C, M, or P Zones which requires the issuance of a building, grading or foundation permit and which results in an increase in the number of Trips as determined by the Department of Transportation. Off-site



parking areas which serve a Project shall be considered a part of the Project.

**Project Serving Improvements.** Those streets, roads, traffic lanes, driveways and transit facilities or portions of those facilities which are adjacent to a Project or which provide access to a Project or circulation within a Project. Project Serving Improvements include all curbs and gutters, sidewalks, trees, landscaping, street lights, traffic signals, traffic lanes or any other traffic control devices in the public right of way and adjacent to the Project.

**Regional or Subregional Transportation Improvements.** A transportation or transit improvement (excluding maintenance and Project Serving Improvements), or portion thereof, which is listed in Appendix B or Appendix C of this Specific Plan, or a highway within the Specific Plan area designated on the City's Master Plan of Highways and Freeways as a secondary highway or higher classification.

**Shopping Center.** A building or group of buildings on a lot or lots which has 5,000 or more square feet of floor area devoted to commercial retail use(s) in such building or group of buildings.

**Significant Transportation Impact.** The transportation impact, measured either as an increase in volume/capacity (V/C) ratio at an intersection; an impact on streets between intersections; or an increase in the number of average daily vehicles on a local residential street, as determined by the Department of Transportation.

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

**Significant Transportation Impact**

<u>Final (V/C)</u>	<u>Project-Related Increase In (V/C)</u>
0.00 - 0.79	equal to or greater than 0.04
0.80 - 0.89	equal to or greater than 0.02
0.9 or greater	equal to or greater than 0.01

For purposes of this calculation, final V/C shall mean the V/C ratio at an intersection considering impacts with a Project and without proposed Traffic Impact Mitigation.

2. A transportation impact on a local residential street shall be deemed significant if the average daily traffic (ADT) volumes are projected to exceed 1,000 vehicles per day and the change in traffic volumes due to Project-related traffic represents an increase of 12.5 percent or more of the average daily traffic volumes.

**Specific Plan Area.** The area as shown in the Specific Plan Map.

**Super Major Highway.** A major highway designed for eight through traffic lanes and/or a transit lane. Land dedications for a Super Major Highway may include both fee dedications and right-of-way easements.

**Supermarket.** A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods as well as items for food preparation, household cleaning and personal care.

**Traffic Assessment.** A written determination by the Department of Transportation as to the likely traffic impacts resulting from a Project considering an estimate of Project-generated Trips, ambient traffic growth, related developments and current traffic volumes and Levels of Service at Adjacent Intersections.

**Traffic Impact Mitigation.** The implementation of physical improvements which would reduce Significant Transportation Impacts to levels of insignificance at Adjacent Intersections and streets between intersections to the extent feasible, as determined by the Department of Transportation.

**Traffic Mitigation Plan (TMP).** A document submitted by the Applicant indicating proposed street improvements, Transportation Demand Management (TDM) measures and appropriate monitoring mechanisms, and/or other transportation improvements which will be implemented by the Applicant to mitigate traffic impacts of the Project.

**Transit Facility.** Stations and their support facilities, including rights-of-way for the facility, for transportation by means other than single-occupancy vehicles. Land dedications for a Transit Facility may include both fee dedications and right-of way easements.

**Transportation Coordinator.** A full or part time paid employee of, or a contracted service for, an individual Project, or an employer organization whose function is to promote Carpools and Vanpools and TDM programs. The Coordinator shall have a permanent mailing address, daytime telephone and office within a two-mile radius of the Project.

**Transportation Demand Management (TDM).** A program for a Project promoting rideshare and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

**Transportation Impact Assessment (TIA) Fee.** The monies required to be paid to the Coastal Transportation Corridor Fund by an Applicant for a Project, pursuant to the terms of this Specific Plan.

**Trip.** An arrival at or a departure from a Project by a motor vehicle during the p.m. peak hours. The number of Trips generated by a Project shall be calculated using the Trip generation formulas in Appendix A.

**Trip Cost Factor.** The pro rata cost of public improvements funded by a single Trip.

**Vanpool.** Seven to twelve persons travelling together in a single vehicle.

**V/C Ratio.** The ratio of traffic volume (V) to intersection capacity (C) at an intersection.

Section 5. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES.

A. Prohibition.

- 1. No building, grading or foundation permit for a Project shall be issued until the Department of Transportation and the City Engineer have certified completion of mitigation measures required by this Section, or that their completion has been guaranteed to the satisfaction of these departments.
- 2. Exemptions. The following are exempted from the requirements of this Section:
  - a. Single-family dwelling Projects.
  - b. Demolition Projects.
  - c. Electrical, plumbing, mechanical, facia, sign installations and earthquake-related modifications on any lot.

B. Covenant and Agreement.

- 1. Prior to the issuance of a building, grading or foundation permit for any Project within the Specific Plan Area, the owner(s) of the property shall covenant and agree to complete, prior to the issuance of any certificate of occupancy, the transportation mitigation measures required pursuant to the Transportation Mitigation Plan approved by the Department of Transportation, or City Council on appeal. The covenant shall also include a declaration, in writing, that the owner acknowledges the contents and limitations of this Specific Plan.
- 2. All Covenants and Agreements referred to herein shall be effective upon recordation, shall run with the land and shall be binding upon any future owners, successors, heirs or assigns of the Applicant.

C. Review of Transportation Impacts.

- 1. Project Trip Generation Calculations.
  - a. The Department of Transportation shall calculate Trips based on Appendix A. The City Council, acting by resolution, may revise these formulas, based upon updated reports submitted by the Department of Transportation and after review and recommendation by the City Planning Commission. The City Planning Commission shall act within 30 days after receipt of the updated reports submitted by the Department of Transportation.
  - b. The Department of Transportation shall establish the number of Trips for a Project. When a Project includes a use not listed in Appendix A or more than one use, then the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

- c. The Department of Transportation shall grant a 100 percent Trip credit to a Project from the Trips generated by the existing use, if the existing use has been in place for at least one year continuously during the four years immediately preceding the application for a building permit. A 50 percent Trip credit from the Trips generated by the existing use shall be allowed if the use has been in place for at least 6 months continuously during the same four year period.
- 2. Prior to the issuance of any building, grading or foundation permit, the Department of Transportation shall determine that the Applicant has submitted the application and paid the fee as follows:
  - a. Project Application Form: Submit a Project description on an application form to the Department of Transportation for review of the number of Trips to be generated by the Project and a determination regarding Significant Traffic Impacts of the Project during a.m. and p.m. Peak Hours.
  - b. Application Fee: Pay the following application processing fee based on the size and nature of the Project:

Application Fee	
Number of Trips	Filing Fee
Projects with 42 or fewer Trips: Traffic Assessment <u>not</u> required	
Applicable street dedication/ improvement and TIA Fee are not required.	\$200
Applicable street dedication/ improvement or TIA Fee are required.	\$400
Projects with 43 or more Trips: Traffic Assessment required	
Traffic Assessment required upon application; applicable street dedication/improvement or TIA Fee may be required.	\$500
Traffic Assessment indicates significant impacts; design and review of mitigation measures required; applicable street dedication/improvement and/or TIA Fee may be required.	\$2,100 plus \$50 for every 1,000 sq. ft. of floor area not to exceed a total of \$25,000



#### **D. Mitigation of Transportation Impacts.**

Prior to the issuance of any building, grading or foundation permit, the Project shall comply with the appropriate criteria below:

1. 42 or fewer Trips: An Applicant for a Project which generates 42 or fewer Trips, as calculated by the Department of Transportation, shall make the highway dedications and complete the improvements as required by the Department of Transportation pursuant to Section 5F below or guarantee them pursuant to the Department of Public Works' B-Permit procedures.
2. 43 or more Trips: An Applicant for a Project which generates 43 or more Trips, as calculated by the Department of Transportation, shall make the highway dedications and shall complete the improvements as required by the Department of Transportation pursuant to Section 5F below or guarantee them pursuant to the Department of Public Works' B-Permit procedures.

The Department of Transportation shall provide a Traffic Assessment of a Project with fewer than 500 Trips to the Applicant within 30 working days from the date the Applicant submits a description of the Project to the Department of Transportation for review. For a Project with 500 or more Trips, the Traffic Assessment shall be provided within 60 working days. If the Department of Transportation does not provide the Traffic Assessment within the time prescribed, the Applicant's Traffic Assessment shall be deemed approved, unless the Applicant and the Department agree in writing to extend the time period.

If the Traffic Assessment finds that there will be a Significant Transportation Impact caused by the Project, the Applicant shall provide a Traffic Mitigation Plan (TMP) prepared to the standards and guidelines of the Department of Transportation proposing mitigation measures to be implemented by the Applicant to reduce Significant Transportation Impacts at intersections and streets identified in the Traffic Assessment in accordance with the mitigation measures set forth in the environmental clearance for the Project. The TMP shall be prepared in accordance with guidelines of the Department of Transportation and shall be accompanied by appropriate maps, graphics, and drawings to reflect clearly the impact of the Project and the feasibility and ability of the proposed mitigation measures to reduce any Significant Transportation Impact.

3. The Department of Transportation shall require that mitigation measures be undertaken or guaranteed to reduce the transportation impacts of a Project. The mitigation measures may include but are not limited to the following:
  - a. Street widenings and dedications;
  - b. Construction of off-site improvements;

- c. Traffic signal system improvements;
- d. Transportation Demand Management measures such as ridesharing and Vanpool programs, shuttle buses, staggered work hours and employee incentive programs that encourage Carpool and Vanpool usages as described in Subsection G;
- e. Implementation of transit improvements;
- f. Payment of the Transportation Impact Assessment Fee pursuant to Section 6 of this Specific Plan; and
- g. Land dedications.

#### **E. Guarantee of Mitigation Measures.**

Prior to the issuance of any building, grading or foundation permit, the Applicant shall do the following:

1. Guarantee the proposed mitigation measures required pursuant to Section 5D of this Specific Plan, as agreed upon by the Department of Transportation. The guarantees may consist of one or more of the following: bonds for B-Permits on City streets, Encroachment Permits for State Highways or cash payments for ATSAC improvements.
2. Sign and record a Covenant and Agreement pursuant to Section 5B of this Specific Plan.
3. Comply with Section 6 of this Specific Plan.

#### **F. Land Dedications and Improvements.**

Notwithstanding LAMC Section 12.37 to the contrary, no building, grading or foundation permit shall be issued for a Project until land is dedicated and improved as may be required by the Highways and Freeways Element of the General Plan to the satisfaction of the City Engineer and the Department of Transportation.

#### **G. Transportation Demand Management Programs.**

1. **Covenant.** Prior to the issuance of any building, grading or foundation permit for a Project which generates more than 100 Trips, the Applicant shall execute a Covenant with the City to submit a TDM program satisfactory to the Department of Transportation.
2. **Requirements of the Covenant.** The Covenant shall:
  - a. Provide that the TDM program be implemented within five years after the issuance of any certificate of occupancy;
  - b. Provide that the TDM program shall be designed to reduce Trips to achieve 1.5 Average Vehicle Ridership (AVR) as determined by the Department of Transportation;



- c. Provide for a Transportation Coordinator; and
  - d. Include provisions for monitoring the TDM program.
3. **Requirements for TDM Programs.** A TDM program may include, but is not limited to, the following:
- a. Direct financial incentives for ridesharing;
  - b. Establishment of Carpool, buspool, or Vanpool programs;
  - c. Partial or full subsidization of parking for ridesharing employees;
  - d. Full or partial subsidization of Carpools, Vanpools, buspools, shuttles, or use of public transit;
  - e. Provisions of an allowance for employees to utilize company-owned fleet vehicles for ridesharing purposes;
  - f. Preferential parking for vehicles used for ridesharing;
  - g. Facility improvements which provide preferential access and/or egress for ridesharing employees;
  - h. Facility improvements to encourage use of bicycles (showers, bike racks, etc.);
  - i. Active use of a computerized rideshare matching service such as Commuter Computer or Orange County Transit District Commuter Ridesharing Matching Services, or an effective in-house rideshare matching service;
  - j. Compressed work weeks such as a 4/40 or 9/80 work schedule where employees work 40 hours in fewer than five days in one week or 80 hours in fewer than ten days in two weeks;
  - k. Flexible work hours that facilitate employee ridesharing;
  - l. Telecommuting or work at home;
  - m. Provisions for the construction and/or placement of a transit waiting shelter, bus shelter, transit stop or bus stop at the public right-of-way on established transit routes adjacent to the Project, including the granting of any easement necessary to accommodate the shelter;
  - n. Provisions for bus or transit turnouts along a bus, tram or transit route; and
  - o. Before or after work programs, such as meal, exercise, educational, entertainment, and rest facilities.

#### 4. **Compliance with the TDM Program.**

- a. Projects shall achieve the objectives of the Trip reduction program within five years after the issuance of any certificate of occupancy. Multi-phase Projects shall achieve the objectives of the Trip reduction program for each phase within three years after the issuance of any certificate of occupancy for that phase. The permitted floor area for the final phase of the Project shall be dependent upon a demonstration that earlier phased TDM programs have achieved the Trip reduction goals.
- b. An Applicant may perform the TDM programs through tenants or lessees in the Project. However, agreements that tenants or lessees will perform the TDM program shall not relieve the Applicant or its successors of the duty to perform or require performance.
- c. Upon written certification of the Department of Transportation, a TDM program or portion thereof may be determined not necessary.

#### 5. **TDM Performance Reports.**

The Applicant or successors shall submit an annual status report on the TDM program to the Department of Transportation beginning a year after the issuance of any certificate of occupancy. The report shall be prepared in the form and format designated by the Department of Transportation, which must either approve or disapprove the program within 60 days.

The TDM performance reports shall focus on ridesharing and Trip reduction incentives offered by the Project and shall include the following:

- a. Estimates of AVR levels attained;
- b. Verification that the plan incentives have been offered;
- c. Description of incentives offered by employers;
- d. Evaluation of why the plan did or did not work, and an explanation of why the revised plan is likely to achieve the AVR target levels; and
- e. List of additional incentives which can reasonably be expected to correct deficiencies.

### **Section 6. TRANSPORTATION IMPACT ASSESSMENT FEE.**

#### **A. Establishment of Transportation Impact Assessment (TIA) Fee.**

- 1. Prior to the issuance of any building, grading or foundation permit, an Applicant shall pay or guarantee a Transportation Impact Assessment (TIA) Fee to the Department of Transportation. The TIA Fee shall be for

the purpose of funding the transportation improvements listed in Appendix B of this Specific Plan, including any revisions made to the Appendix pursuant to Section 6E2 below.

2. The Fee shall be paid or guaranteed before a building permit is issued for a Project or each phase of a multi-phased Project approved under the provisions of Section 9 of this Specific Plan. Any guarantee of payment of the Fee shall be by cash or letter of credit from an accredited bank pursuant to guidelines established by the Department of Transportation.

#### B. Fee Payment Procedures.

Prior to the issuance of a building permit for a Project, the Applicant, at its option, shall:

1. Pay the Transportation Impact Assessment Fee in cash; or
2. Pay a cash deposit equal to 10 percent of the TIA Fee, as determined by the Department of Transportation, prior to the issuance of a building permit, and guarantee the payment of the balance to be paid in full before the issuance of any temporary or permanent certificate of occupancy or 24 months from the date of issuance of the building permit, whichever is earlier; or
3. Pay a cash deposit equal to 10 percent of the TIA Fee, prior to the issuance of a building permit, and guarantee the payment of the balance of the TIA Fee in 120 monthly installments. The monthly installments shall include compound interest beginning from the date of issuance of the building permit with first payment commencing thirty days after the issuance of the building permit. The initial interest rate shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the date of issuance of the building permit. The interest rate shall be adjusted annually and shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the anniversary date of the building permit issuance date.

#### C. Calculation of Fee.

The TIA Fee shall be calculated according to the following formula:

$$\text{Fee} = \text{Number of Trips Generated} \times \text{Trip Cost Factor}$$

$$\begin{array}{lcl} \text{Number of Trips} & = & \text{Floor Area or unit of measurement, as applicable per Appendix A} \times \text{Trip Generation Rate in Appendix A} \\ \text{Generated} & & \end{array}$$

#### D. Trip Cost Factor.

1. Amount. The Trip Cost Factor is hereby established at \$5,690 per Trip.
2. Annual Indexing. The Trip Cost Factor shall be annually increased (or decreased) as follows:

The Trip Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index as determined by the Department of Transportation. The revised Trip Cost Factor shall be published by the Department of Transportation in a newspaper of citywide circulation before January 31 of each year.

If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Trip Cost Factor.

#### E. Uses of the Fee.

##### 1. Transportation Improvements.

The Department of Transportation shall coordinate the implementation of the transportation improvements listed in Appendix B and funded by the TIA Fee.

##### 2. Substitute Improvements.

Appendix B may be revised every two years by providing substitute or additional improvements to the list if the City Council, upon recommendation by the Department of Transportation, has determined that the improvements are consistent with this Specific Plan and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace. No improvement which is fully funded by other sources shall be added to the list.

#### F. Exemptions from Fee.

1. The following are exempted from the requirement of payment of a TIA Fee:
  - a. Those commercial uses which are considered Local Serving Uses as preceded by an asterisk (\*) in the Trip Generation Table (Appendix A).
  - b. Additions, alterations or construction of any residential or multiple dwelling uses and accessory structures, excluding hotels and motels.

- c. Temporary uses of less than six months in duration. No extension of time shall be permitted.
  - d. Park and ride facilities.
  - e. Churches, Temples, and other properties used for religious worship.
  - f. Private and public elementary and secondary schools and all non-profit educational institutions.
  - g. Governmental or Public Facilities, excluding Projects on real property owned by the Department of Airports and used for Air Transportation Purposes.
  - h. A telework center facility, as determined by the Department of Transportation, designed or used as a work site to save commuter Trips for people who live in adjacent or nearby residential locations.
  - i. Freestanding commercial or medical office Projects of less than 20,000 square feet.
2. The following shall pay the TIA Fee required on July 1, 1991 pursuant to Ordinance No. 160,394:
- a. A Project which is required to provide a dedication(s) or an easement(s) for the light rail route under analysis by the Los Angeles County Transportation Commission (LACTC).
  - b. A Project which received a Coastal Development Permit or Project Permit prior to the effective date of this Specific Plan.
  - c. A Project which received a Project Permit pursuant to Ordinance Nos. 163,472, 164,937, 166,173, 166,986 or 167,056 (Venice Coastal Interim Control Ordinance) prior to the effective date of this Specific Plan.

#### G. Refunds.

- 1. If a Fee is claimed to be erroneously, illegally or unconstitutionally collected, or a refund is claimed pursuant to this Specific Plan, then requests for refunds may be filed utilizing the procedures for refunds described in Sections 22.12 and 22.13 of the LAMC.
- 2. In addition to the above procedure, the City Council may refund the Fee and/or release a letter of credit if:
  - a. The building permit and all extensions have expired and the Project for which the TIA Fee has been collected has not been constructed; or
  - b. A refund or release is specifically authorized by resolution of the City Council, and the Council finds that the Fee is no longer needed or its retention would violate the constitutional rights of any person; or

- c. A refund or release based on the effectiveness of TDM Programs, as recommended by the Department of Transportation, is specifically authorized by resolution of the City Council.

- 3. Except as specified in Section 7B4 for TDM Programs, a claim for refund pursuant to Section 6G2 a above shall be filed no later than one year after payment of the TIA Fee or one year after the expiration date of the building permit, including any extensions thereof, whichever is later.

### Section 7. CREDITS FROM THE TIA FEE.

#### A. Trip Credit for Previous Land Use.

##### 1. Change of Use.

- a. Applicants for Projects changing the existing land use may request a Trip credit for the existing use based on the Trip Generation Table (Appendix A) if, as determined by the Department of Transportation, the existing use has been in place for twelve consecutive months continuously during the four years immediately preceding the application for a building permit. A 50 percent Trip credit from the Trips generated by the existing use shall be allowed if the use has been in place for at least 6 months continuously during the same four year period.
- b. Notwithstanding the provisions of Paragraph "a" of this Subdivision, Applicants for a Project for which a TIA Fee has been paid pursuant to Ordinance No. 160,394 may request and receive a full Trip credit for the existing land use.
- c. The Department of Transportation shall have the authority to adopt guidelines, with the approval of the City Council by resolution, to implement this Section.

##### 2. No Change of Use.

Applicants for Projects not changing the existing land use may request a Trip credit against the TIA Fee based on the Trip Generation Table (Appendix A) if the use was in effect on the effective date of Ordinance No. 160,394 (November 3, 1985).

#### B. In-Lieu Credits.

##### 1. Transportation Improvements.

In-Lieu Credit against the TIA Fee shall be given for all or portions of Regional or Subregional Transportation and Transit Improvements designated in Appendix B or Appendix C or for Regional or Subregional Improvements as determined by the Department of Transportation. Project Serving Improvements in Appendix B or Appendix C shall not be eligible for any In-Lieu Credit. The Department of Transportation may



apportion In-Lieu Credit for improvements which are beyond the minimum required to mitigate the impacts of the Project. The amount of In-Lieu Credit for Regional or Subregional Transportation Improvements shall be calculated by the Department of Transportation and credited at the time the building permit is issued.

## 2. In-Lieu Credit Estimates.

a. The Applicant shall be required to prepare preliminary plans and a detailed cost estimate of the proposed Regional or Subregional Transportation Improvements for review by and approval of the City Engineer and the Department of Transportation. Costs shall be approved by the Department of Transportation based on estimated B-Permit construction costs, including an additional 15 percent for contingency costs, as prepared by the City Engineer. The City Engineer may contract out for costing and appraisal services, the cost of which shall be paid by the Applicant and included in the In-Lieu Credit estimates.

b. In-Lieu Credits shall be applied to reduce the TIA Fee after the required transportation improvements have been completed or guaranteed to the satisfaction of the Department of Transportation and the City Engineer. The total TIA Fee, after deducting any applicable In-Lieu Credits, shall be guaranteed prior to issuance of a building permit. The guarantees shall consist of Bonds for B-Permit construction on City streets; Encroachment Permits for construction on State Highways; and cash payments for ATSAC improvements. The City shall not grant In-Lieu Credits that are in excess of the assessed TIA Fees for the entire Project.

## 3. Larger Transportation Improvement.

In cases where a Project Serving Improvement was required pursuant to a parcel or tract map approval but the Department of Transportation, pursuant to a Traffic Assessment, determines that a Larger Transportation Improvement is needed as part of a Regional or Subregional Transportation Improvement, the Department of Transportation shall approve an In-Lieu Credit, based upon the difference in costs between the Project Serving Improvements and Larger Transportation Improvement. Dedications for the Larger Transportation Improvement shall be given In-Lieu Credit based on the fair market value of the land appraised as of the date of dedication, to the satisfaction of the City Engineer and the General Manager of the Department of Transportation.

## 4. TDM Programs.

a. Effectiveness of TDM Program.

- 1) Within five years of issuance of any certificate of occupancy, a Project which has achieved a 90 percent occupancy may receive an In-Lieu Credit

against the TIA Fee after it has demonstrated the effectiveness of the TDM Program to the satisfaction of the Department of Transportation. However, if the first phase of a multi-phased Project has demonstrated the effectiveness of the TDM Program to the satisfaction of the Department of Transportation, then the next phase of the multi-phased Project shall be entitled to an In-Lieu Credit against that phase's TIA Fee when that Fee is due.

- 2) The amount of In-Lieu Credit shall be calculated on the basis of Average Vehicle Ridership (AVR) as indicated below:

<u>AVR</u>	<u>In-Lieu Credit</u>
1.30 - 1.39	10 percent of TIA Fee
1.40 - 1.49	15 percent of TIA Fee
1.50 and above	25 percent of TIA Fee

## b. Nonconformance Assessment Fee.

If the Applicant fails to maintain full conformance with the TDM Program for which the Applicant has received In-Lieu Credit, the Applicant shall pay the amount of the reduction credit plus interest from the date of the credit and reasonable administrative costs. The amount shall be levied by the Department of Transportation upon the Applicant or its successor by written assessment which states the failure of conformance. The Applicant or its successor may appeal the assessment to the City Council within 15 days of service of the assessment.

## 5. Multi-Phase Projects.

In multi-phase Projects approved under the provisions of Section 9 of this Specific Plan, In-Lieu Credits to reduce the TIA Fee may be reserved and credited from one phase to a future phase of the same Project. However, in no case shall a final phase be approved with land uses that generate less than 25 percent of the Project's total Trips.

## 6. Land Dedications.

- a. In-Lieu Credit shall not be granted for land dedication for right-of-way purposes to meet standard street requirements pursuant to Section 5F of this Specific Plan.
- b. Land dedications for a Larger Transportation Improvement or a Transit Facility, excluding land for Project Serving Improvements, shall be given In-Lieu Credit.
- c. In-Lieu Credit for land dedications shall be based on the fair market value of the dedication, appraised to the satisfaction of the City as of the date of dedication. Land dedications shall include both fee dedications and right-of-way easements.

## 7. Housing Production Program.

- a. **Authority.** The City Council may, by resolution after report of the City Planning Department and other appropriate City agencies, and in consultation with the Department of Transportation, grant additional In-Lieu Credits to a Project that contributes to a more balanced jobs/housing ratio in the Specific Plan Area through provision of dwelling units otherwise unsubsidized by any public agency. The dwelling units shall be reserved for the life of a mixed-use Project, or for 40 years if produced off-site, and shall be available as Very Low, Low and Moderate Income Dwelling Units.
- b. **In-Lieu Credits.** The In-Lieu Credits shall be credited upon issuance of the certificate of occupancy for the Very Low, Low Income and Moderate Income Dwelling Units. The In-Lieu Credits against the TIA Fee shall be calculated for Very Low, Low Income and Moderate Income Dwelling Units subject to this Subdivision in the following manner:
- |  |              |
|--|--------------|
| 1) Very Low Income Dwelling Units (DU) provided on-site, or associated with, or combined with a non-residential Project.   | 2.0 Trips/DU |
| 2) Very Low Income Dwelling Units provided within 1,300 feet of the lot line of the Project.   | 1.3 Trips/DU |
| 3) Very Low Income Dwelling Units provided within the Specific Plan Area.  | 0.7 Trips/DU |
| 4) Low Income Dwelling Units shall be eligible for 65 percent, and Moderate Income Dwelling Units for 25 percent of credit available to Very Low Income Dwelling Units. Senior citizen dwelling units shall not be eligible for In-Lieu Credits. |              |
- c. **Maximum Credits.** In no case shall the housing In-Lieu Credits exceed 50 percent of the TIA Fee for a Project. The housing In-Lieu Credit shall not be granted until issuance of the certificate of occupancy for the dwelling units.
- d. **Dwelling Unit Mix.** A maximum of 49 percent of the total dwelling units on off-site housing which is eligible for In-Lieu Credits may be reserved as Low and/or Very Low Income Dwelling Units, as defined by the Housing Department or its successor or assignee.
- e. **Report.** Applicants granted In-Lieu Credits for housing shall submit a biannual report to the Department of Transportation and to the Council Office showing p.m. Peak Hour Trip generation to the Project site. The first report shall be submitted one year after issuance of the final certificate of occupancy.

## Section 8. LAND USE.

### A. Phasing Program.

#### 1. Prohibition.

Prior to the issuance of a building permit for any building or structure within a Project with more than one phase, a Phasing Program for the Project shall be approved by the Departments of City Planning and Transportation. This prohibition shall not apply to Projects by the Department of Airports within the Airport Corridor Area.

#### 2. Project Phasing.

An Applicant for a Project which generates 500 or more Trips shall conform to the following provisions to implement the mitigation measures required pursuant to Section 5 of this Specific Plan and the transportation improvements listed in Appendix B of this Specific Plan:

- a. **Application.** For a Project with more than one phase, the Applicant shall submit an application for a Phasing Program containing the following: proposed density and land uses for the entire Project; Adjacent Intersections on which the Project has a Significant Transportation Impact; proposed Regional or Subregional Transportation Improvements to be provided as part of this Project; and TDM programs and goals.
- b. **Phasing Program.** The Phasing Program shall include the following:
- 1) Total floor area and use of the Project in each phase.
  - 2) Anticipated Project schedule.
  - 3) Trip generation tables for each phase.
  - 4) Regional or Subregional Transportation Improvements scheduled to be constructed in each phase.
  - 5) Project Serving Improvements scheduled to be constructed in each phase.
- c. **Review of Phasing Program.** Prior to approval of the Phasing Program, the Department of Transportation shall review the Phasing Program, identify the Traffic Impact Mitigations to be undertaken by the Project, approve any In-Lieu Credits available to the Project, determine that TDM program goals are in conformance with the provisions of this Specific Plan and calculate the TIA Fee for each phase. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an increase in Trip generation in an approved Phasing Program, appropriate adjustments in Fees, Traffic Impact



Mitigations or TDM requirements applicable to the increase shall be made as a condition of Departmental approval.

**d. Review of the Phases.**

- 1) Prior to the issuance of a building permit for each phase of the Project, the Department of Transportation shall review the building permit application for conformance to the Phasing Program conditions.
- 2) The final phase shall be designed to include land uses which generate at least 25 percent of the total Project Trips. The final phase of a multi-phase Project reviewed under this Section shall demonstrate to the Department of Transportation that required TDM programs for prior phases have achieved Trip reduction objectives. Where a TDM program is found not to be functioning and/or not reducing Trips as anticipated for the Project, the final phase of the Project shall be reduced proportionally.

- e. Covenant and Agreement.** Prior to issuance of the building permit for the first phase of the Project, the owner(s) of the property shall covenant and agree to comply with the provisions of this Section. The covenant shall be recorded, shall run with the land and shall be binding upon any future owners, successors, heirs or assignees of the Applicants.

**B. Public Pedestrian Facilities.**

1. A Project shall dedicate the right-of-way needed for construction of and access to public Pedestrian Bridges as shown on the applicable Community Plans.
2. Public pedestrian walkways shall conform to the design standards set forth by the City Engineer.
3. Any requested change by the Applicant in the approximate location of the public Pedestrian Bridges, as shown on the Community Plan Map, shall be subject to the approval of the Director of Planning, the City Engineer and the General Manager of the Department of Transportation, who must find that the change will provide equal or better pedestrian access and safety.

**Section 9. APPEALS.**

**A. Appeal to the Department of Transportation.**

An Applicant or any other interested person adversely affected by the proposed Project who disputes any determination made by the Department of Transportation pursuant to this Specific Plan may appeal to the General Manager of the Department of Transportation within a 15-day period following the date of mailing of a letter of

determination of the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be on a form as prescribed by the Department of Transportation and shall be accompanied by a filing fee of \$500 payable to the Department of Transportation or, in the case of an appeal by an aggrieved person other than the Applicant, by a filing fee of \$60. The Department shall determine the matter within 30 days following the appeal.

**B. Appeal to City Planning Commission.**

An Applicant or any other interested person adversely affected by the proposed Project who disputes any determination made pursuant to Section 8 of this Specific Plan may appeal to the City Planning Commission within a 15-day period following the date of mailing of a letter of determination of the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be on a form as prescribed by the Department of Planning and shall be accompanied by a filing fee of \$500 payable to the Department of Planning or, in the case of an appeal by an aggrieved person other than the Applicant, by a filing fee of \$60. The City Planning Commission shall determine the matter within 30 days following the appeal.

**C. Appeal to City Council.**

An Applicant or any other interested person who filed an appeal pursuant to this Section who is dissatisfied with any decision of the General Manager of the Department of Transportation or City Planning Commission may appeal to the City Council. Any appeal not filed within a 15-day period following the date of mailing of a letter of determination by the Department of Transportation or City Planning Commission shall not be considered by the City Council. The City Council shall determine the matter within 60 days following the date of submission of the appeal unless the Applicant and the City Council agree to an extension of time.

**Section 10. REVIEW OF THE SPECIFIC PLAN.**

The Coastal Transportation Corridor Specific Plan shall be monitored on a regular basis by the City's Department of Transportation. A report reviewing the status of the Fund and implementation of the Specific Plan shall be submitted by the General Manager of the Department of Transportation to the City Council every two years. The report shall be submitted to the City Council no later than November of the year in which the report is due.

**Section 11. VIOLATIONS.**

Any person who violates any provision of this Specific Plan shall be guilty of a misdemeanor.

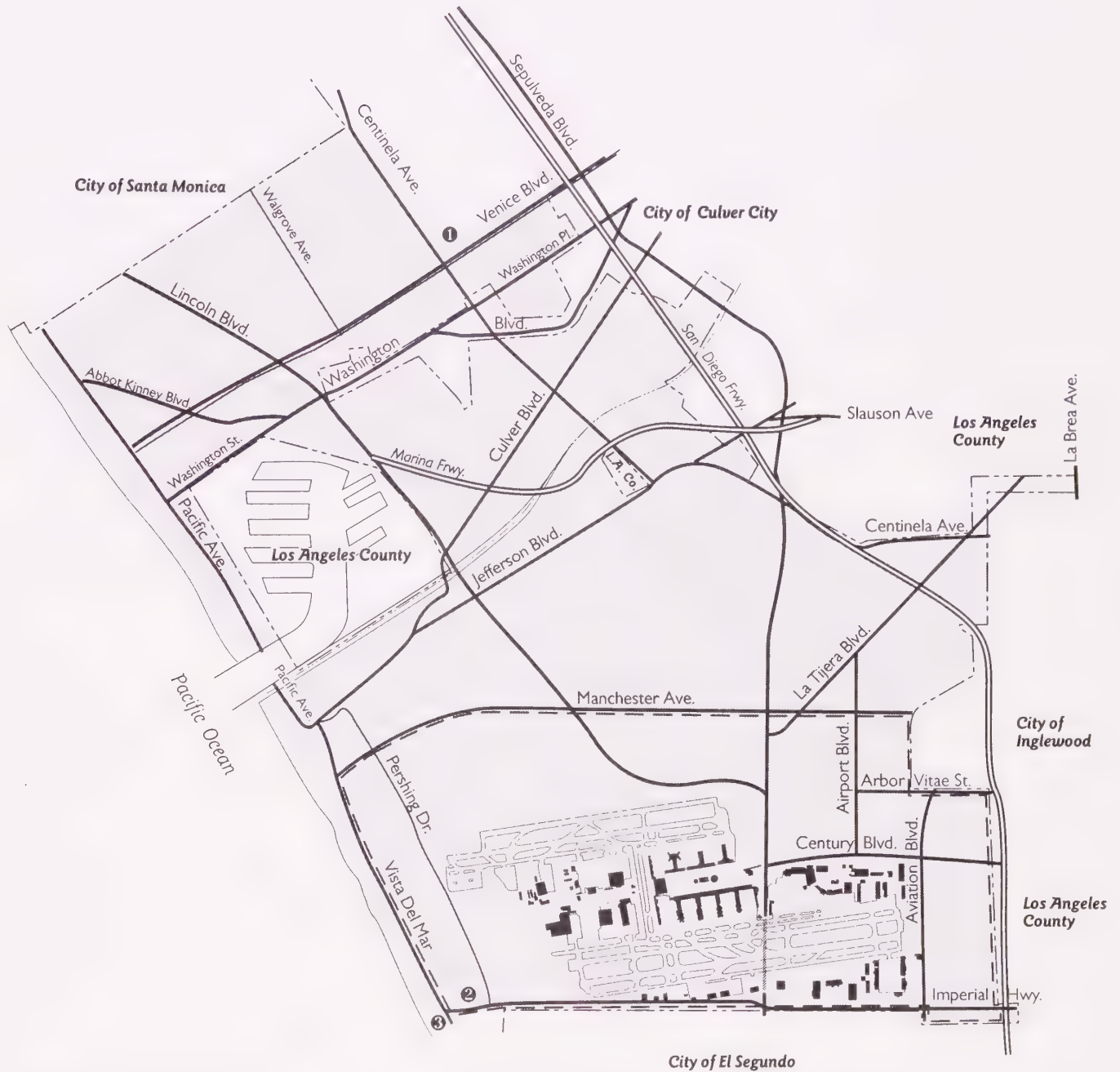


## **Section 12. SEVERABILITY.**

If any provision of this Specific Plan or the application thereof to any person, property or circumstances is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provisions, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

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# Coastal Transportation Corridor Specific Plan



Specific Plan Area

--- Airport Corridor Boundary

## NOTES:

- ① Includes frontages on both sides of Centinela Ave. from Santa Monica City Boundary line south to Venice Blvd. and both sides of Venice Blvd from Centinela Ave. east to the San Diego Frwy.
- ② Includes only northerly frontage of Imperial Hwy. between Pershing Dr. and the westerly terminus of the Specific Plan area.
- ③ Westerly prolongation of Imperial Hwy. to Pacific Ocean.



Not to Scale





## APPENDIX A

### TRIP GENERATION TABLE Coastal Transportation Corridor Specific Plan

For purposes of this Table, the floor area shall be the square footage confined by the outside surface of the exterior walls of a building, except for that square footage devoted to vehicle parking, necessary interior driveways and ramps.

<u>LAND USE</u>	<u>P.M. PEAK TRIPS PER HOUR</u>
<u>Automobile Uses</u>	
* Car Wash	110.0 per car wash
* Gas Station	3.6 per pump
* Repair/Service	6.0 per service stall
Car rental/Used car sales	1.0 per 1,000 sq. ft. of lot size
New car sales	4.6 per 1,000 sq. ft. of floor area
<u>Banking Uses</u>	
* Walk-in Bank	16.7 per 1,000 sq. ft. of floor area
* With drive-through	25.3 per 1,000 sq. ft. of floor area
* Savings & Loan	5.3 per 1,000 sq. ft. of floor area
* With drive-through	6.8 per 1,000 sq. ft. of floor area
<u>Shopping Center</u>	
* Less than 30,000 sq. ft.	14.6 per 1,000 sq. ft. of floor area
30,000 sq. ft. or more	$(-0.001A + 323.5 / A + 3.9)$ per 1,000 sq. ft. of floor area (where A = floor area / 100)
<u>Retail Uses</u>	
* Supermarket	8.8 per 1,000 sq. ft. of floor area
* Convenience Market	46.7 per 1,000 sq. ft. of floor area
* Specialty Retail	5.0 per 1,000 sq. ft. of floor area (Free-standing retail not in a shopping center, excluding high Trip-generating land uses)
* Furniture Store	0.4 per 1,000 sq. ft. of floor area (More than 30,000 sq. ft.)
* Other Commercial	9.6 per 1,000 sq. ft. of floor area (High Trip-generating land uses such as video stores, bakeries, yogurt shops)
* Entertainment Theater	0.15 per seat
Discount Store	6.1 per 1,000 sq. ft. of floor area (More than 50,000 sq. ft.)
<u>Hospitals</u>	
General	1.2 per bed
Convalescent	0.2 per bed
<u>Industrial</u>	
Industrial Park	1.0 per 1,000 sq. ft. of floor area
Manufacturing	0.8 per 1,000 sq. ft. of floor area
Warehousing	1.6 per 1,000 sq. ft. of floor area (50,000 sq. ft. or more)
* Storage	0.3 per 1,000 sq. ft. of floor area (Less than 50,000 sq. ft.)
Airport Facilities	0.8 per 1,000 sq. ft. of floor area (Other than passenger terminals, such as maintenance or cargo facilities)

<u>LAND USE</u>	<u>P.M. PEAK TRIPS PER HOUR</u>
Mini-Warehouse (Less than 30,000 sq. ft.)	0.3 per 1,000 sq. ft. of floor area
Science Research and Development	0.9 per 1,000 sq. ft. of floor area
<u>Lodging</u>	
Hotel, Motel or Apt. Hotel	0.7 per guest room
* Multi-Story Apartments, Condominiums, Townhomes or Single- Family Housing	0.7 per dwelling unit
<u>Offices</u>	
Commercial Office (Under 100,000 sq. ft.)	2.8 per 1,000 sq. ft. of floor area
Commercial Office (100,000 sq. ft. or more)	2.0 per 1,000 sq. ft. of floor area
Government Office	2.9 per 1,000 sq. ft. of floor area
Medical Office	3.9 per 1,000 sq. ft. of floor area
<u>Parking Lot - Commercial</u>	0.0 trips
<u>Restaurants</u>	
* Low turnover	6.1 per 1,000 sq. ft. of floor area
* High turnover	10.5 per 1,000 sq. ft. of floor area
* Fast Food	31.6 per 1,000 sq. ft. of floor area (A restaurant immediately adjacent to an automobile parking area, where patrons are served at a counter or a drive-through)
*Child Care/Nursery	12.3 per 1,000 sq. ft. of floor area
<u>Health Club</u>	3.6 per 1,000 sq. ft. of floor area
<hr/>	
* Local Serving Uses	

## APPENDIX B

### LIST OF TRANSPORTATION IMPROVEMENTS Coastal Transportation Corridor Specific Plan

#### A. Transportation Demand Management (TDM) actions, including a City sponsored TDM program.

#### B. Traffic Management Actions including:

1. Implementation of automated traffic surveillance and control (ATSAC) systems in Westchester/LAX and Venice/Mar Vista areas.
2. Other traffic signal improvements, as required.
3. Channelization and striping, as required.
4. Creation of off-street parking to replace commercial on-street parking when such parking is removed to improve traffic flow.

#### C. Transit Actions

1. Local shuttle bus service within and to employment centers of the Specific Plan Area.
2. Transit improvements, including support for implementation of the Coastal Transportation Corridor Transit Facility.

#### D. New Routes and Street Widening, including:

1. Culver Boulevard: Widen to six lanes from Marina Freeway to Sepulveda Boulevard.
2. Centinela Avenue
  - a. Widen to six lanes from Sepulveda Boulevard to Jefferson Boulevard.
  - b. Widen to six lanes from Jefferson Boulevard to National Boulevard as feasible.
3. Imperial Highway: Widen to six lanes from Sepulveda Boulevard (Century Freeway Termination Point) to Pershing Drive.
4. 96th Street - Bellanca Avenue: Improve to four-lane highway.
5. Airport Boulevard: Extend south of Century Boulevard, under LAX runways, as a six-lane road to intersect Imperial Highway at Nash Street.
6. La Cienega Boulevard
  - a. Widen to six lanes from Imperial Highway to Century Boulevard.
  - b. Widen to six lanes from Century Boulevard to Arbor Vitae Street as feasible.

7. Arbor Vitae Street: Widen to six lanes from Airport Boulevard to new interchange on I-405.

#### 8. Sepulveda Boulevard

- a. Widen to eight lanes from Lincoln Boulevard to Manchester Avenue.
- b. Widen to eight lanes from Manchester Avenue to Centinela Avenue as feasible.

#### 9. Marina Freeway

- a. Extend from Culver Boulevard to Mindanao Way.
- b. Extend from Mindanao Way to Lincoln Boulevard as feasible.

10. La Tijera Boulevard: Widen to six lanes from Airport Boulevard to La Cienega Boulevard.

11. Aviation Boulevard: Widen to six lanes from Imperial Highway to Arbor Vitae Street.

12. Lincoln Boulevard: Widen to six lanes north of Venice Boulevard.

#### 13. Lincoln Boulevard

- a. Widen to eight lanes from Westchester Parkway to Hughes Way.
- b. Widen to eight lanes from Marina Freeway to Venice Boulevard as feasible.

14. Admiralty Way: Extend as a four-lane highway from Jefferson Boulevard south to Lincoln Boulevard at Hughes Way.

#### E. Intersection Reconstructions including:

1. Sepulveda Boulevard/96th Street: Construct 96th Street overcrossing.
2. Additional intersection approach widenings at the following locations:

Airport/Arbor Vitae  
Airport/Century  
Airport/La Tijera  
Airport/Manchester  
Aviation/Century  
Imperial/Aviation  
Imperial/La Cienega  
Imperial/Pershing  
Imperial/Vista del Mar  
Lincoln/Manchester  
Lincoln/Venice  
Lincoln/Washington  
Sepulveda/Centinela

## APPENDIX C

### TABLE OF PROGRAMMED IMPROVEMENTS Coastal Transportation Corridor Specific Plan

#### City of Los Angeles Five-Year Capital Improvement Project List

1. Centinela/Short Intersection\*
2. Centinela Widening, Washington/Short
3. Centinela Creek Bike Route\*
4. Culver Boulevard/Walsh and Westlawn Intersection\*
5. Venice Boulevard, Lincoln to Pacific\*
6. Venice Canals, Pedestrian and Bike Bridge Replacement\*

#### Caltrans Five-Year State Transportation Improvement Program

1. Arbor Vitae Street Interchange on I-405\*

#### Private Developers

1. Realign, extend and improve Culver Boulevard between the Marina Freeway and Falmouth Avenue, including a bridge over Ballona Creek.
2. Reconstruct and improve Culver/Lincoln interchange.
3. Reconstruct and improve Lincoln Boulevard between Hughes Way and Fiji Way.\*
4. Improve Jefferson Boulevard between Culver Boulevard and Centinela.\*
5. Construct Bay Street connecting Hughes Way to Culver Boulevard, including a bridge over Ballona Creek.
6. Construct a connection between Hughes Way and the Hughes Aircraft Company access road.\*
7. Construct Hughes Way from Lincoln Boulevard to Centinela or Jefferson.
8. Extend Admiralty Way south of Fiji Way to the new Culver Boulevard.\*
9. Extend Falmouth Avenue to join Culver Boulevard.\*
10. Construct Spicer Road from Sepulveda Boulevard to the southbound and northbound freeway on and off ramps.

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\* Road dimensions to be determined at the time of development approval.





## Part 5

### COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

Ordinance No. 168,999

Effective September 22, 1993

#### ADMINISTRATIVE RESPONSIBILITIES

##### **Applicant/Owner**

- ° The applicant shall submit an application to the Department of Transportation for calculation of the number of trips and determination of transportation impacts and pay a filing fee. (5C)
- ° For all projects, the applicant shall make highway dedications and improvements and pay Transportation Impact Assessment Fee. (5D)
- ° When the traffic assessment finds a significant transportation impact, the applicant shall provide a Traffic Mitigation Plan (5D2), guarantee mitigation measures, and record covenant and agreement (5E).
- ° The applicant shall prepare preliminary plans and a detailed cost estimate of any proposed regional or subregional transportation improvements. (7B2)
- ° For projects generating more than 100 trips, the applicant shall execute a covenant to submit a Transportation Demand Management program schedule and shall submit an annual status report on the TDM program beginning a year after the issuance of a certificate of occupancy. (5G)
- ° For projects generating 500 or more trips or proposing more than one phase, the applicant shall submit a phasing program. (8A)
- ° The owner shall acknowledge the contents and limitations of the Specific Plan (5B) and execute a covenant and agreement to complete required transportation mitigation measures. (5B,E)

##### **Department of Transportation (DOT)**

- ° DOT shall establish number of trips for a project, and grant trip credit for existing land uses. (5C1)
- ° DOT shall provide a traffic assessment of a project which generates 43 or more trips and shall determine required traffic impact mitigation measures. (5D2,3)
- ° DOT, together with the Department of City Planning, shall approve the phasing program for a project which generates 500 or more trips or which has more than one phase. (8A1)
- ° DOT shall calculate and collect the Transportation Impact Assessment Fee. (8)

- ° DOT shall coordinate the implementation of transportation improvements as listed in Appendix B and funded by the TIA Fee. (7E)
- ° DOT, together with the City Engineer, shall certify completion of or guarantee of completion of required mitigation measures (5A,E) and approve dedications and improvements as may be required by the Highways and Freeways Element of the General Plan. (5F)
- ° The General Manager of DOT shall make the determination on an appeal of a determination by the Department of Transportation. (9A)
- ° Every two years, DOT shall submit to the City Council a status report on the Coastal Transportation Fund (Ordinance No. 169,000) and implementation of the Specific Plan years. (10)

##### **Department of Housing**

- ° The Department of Housing shall provide current figures for low, moderate and very low income levels for dwelling units for which in-lieu credit is requested. (4,7B)

##### **Transportation Coordinator**

- ° A Transportation Coordinator - an employee or contracted service for a Project or an employer organization - shall promote carpools and vanpools and Transportation Demand Management programs. (4)

##### **Department of City Planning**

- ° The Department of City Planning, together with DOT, shall approve a phasing program for a project with more than one phase. (8A1)
- ° The Department of City Planning, together with other appropriate agencies and in consultation with the Department of Transportation, shall submit a report to the City Council on the merit of granting in-lieu credit to a project that contributes to a more balanced jobs/housing ratio through provision of non-publicly subsidized dwelling units. (7B7)

##### **City Planning Commission**

- ° The City Planning Commission shall make the determination on an appeal of a determination made pursuant to the phasing program or public pedestrian facilities. (9B)
- ° The City Planning Commission may grant exceptions to the Specific Plan pursuant to Section 11.5.7 D of the LAMC. (3B)

### **City Council**

- ° The City Council may grant additional in-lieu credits to a project that contributes to a more balanced jobs/housing ratio through provision of non-publicly subsidized dwelling units. (7B7)
- ° The City Council shall make the determination on an appeal of a determination of the General Manager of DOT or the City Planning Commission. (9C)
- ° The City Council shall make the determination on an appeal of the determination of the City Planning Commission on an exception to the Specific Plan. (3B)

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## **TABLE OF CONTENTS**

### **Coastal Bluffs Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

300MISC(062596)





## Part 1

### COASTAL BLUFFS SPECIFIC PLAN Ordinance No. 170,046 Effective October 5, 1994

#### SUMMARY OF PROVISIONS

##### **Affected Projects**

Construction of or addition to a building requiring a building permit, grading permit, subdivision or parcel map.

##### **Residential Regulations**

The Plan is divided into three subareas:

###### Subarea 1:

- Height: 45 feet for upslope lots; 36 feet for all others. 25 feet within 10 feet of the front lot line.
- Yards: Code, except side yard of 10 feet for reverse corner lots 60 feet or more in width.
- Lot Coverage: Maximum of 40 percent of the area of the lot; 45 percent for a lot substandard as to width and area.

###### Subarea 2:

Height, yard and lot coverage provisions are pursuant to Code.

###### Subarea 3:

- Height: 9 feet above curb level for a depth of 30 feet from the front lot line; then, stepdown to curb level. 45-foot height maximum.
- Front Yard: 5 feet.
- Side Yard: Individual side yards - 10% of lot width. Combined side yards - 25% of lot width or 15 feet, whichever is greater; lot less than 50 feet in width - 12 feet total.
- Lot Coverage: Maximum of 40 percent of the area of the lot; 45 percent for a lot substandard as to width and area.

##### **Commercial Regulations**

- Use: No ground floor residential.
- Height: 36 feet.
- Equipment: Mechanical equipment must be screened from view from adjacent streets or be architecturally integrated into the building. Roof-mounted structures are included in Plan height limits.

- Noise Reduction: No rooftop parking or outdoor entertainment; no outdoor eating areas within 75 feet of a residentially-zoned lot; no loudspeaker or public address systems; windows within 75 feet of a residentially - zoned lot shall be of double-pane glass.

- Lighting: Exterior lighting shall be shielded, and floodlighting is prohibited.

##### **Drainage**

Drainage from lots in Subareas 1 and 3 shall flow to an improved and dedicated street.

##### **Pools and Spas**

Pools and spas are prohibited over steeper slopes unless a non-chlorine purification system is used.

##### **Soils and Geology Report**

A soils and geology report, including runoff and drainage control plan, slope protection plan and erosion restoration plan, must be submitted for all projects in Subareas 1 and 3 which require the import or export of more than 10 cubic yards of fill materials.

##### **Utilities**

New distribution lines shall be installed underground.

##### **Public Improvements**

Streets, sewers, and drainage facilities shall be completed or guaranteed prior to the issuance of a grading or building permit.

##### **Open Space Management**

The Director of Planning shall require the establishment of an entity to manage open space or public areas of any subdivision or parcel map.

##### **Subarea Boundary Adjustments**

Adjustments of boundaries between subareas may be approved by the Advisory Agency as part of the approval of a subdivision.

##### **Nonconforming Buildings**

A building nonconforming as to height or lot coverage shall not be enlarged if such addition exceeds the original perimeter of the building at the exterior wall, except if the addition meets height requirements of the Specific Plan, and the resulting building complies with lot coverage requirement.



**Part 2**

**COASTAL BLUFFS SPECIFIC PLAN  
Ordinance No. 170,046  
Effective October 6, 1994**

**SUBJECT INDEX**

<b><u>SUBJECT</u></b>	<b><u>PAGE</u></b>
Commercial Regulations	4-3
Definitions	4-1
Division of Land	4-4
Downslope Lot	4-1
Drainage	4-3
Equipment	4-3
Exemptions	4-4
Grade	4-2
Height	4-2,3
Lighting	4-3
Lot Coverage	4-3
Noise	4-3
Nonconforming Buildings	4-4
Open Space	4-4
Pools and Spas	4-4
Project, definition of	4-1
Public Improvements	4-4
Purposes	4-1
Residential Regulations	4-2
Slope	4-2
Soils and Geology Report	4-4
Subarea 1	4-1,2,3
Subarea 2	4-1,2
Subarea 3	4-1,2,3
Subarea Boundary Adjustments	4-4
Upslope Lot	4-2
Use, commercial areas	4-3
Utilities	4-4
Yards, Front	4-2
Yards, Side	4-2

300CB (050896)





Part 3

COASTAL BLUFFS SPECIFIC PLAN  
Ordinance No. 170,046  
Effective October 5, 1994

ANNOTATED TABLE OF CONTENTS

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
<b>Residential Regulations</b>		5	Noise Reduction	Prior to permit, Department of Building and Safety determines that there is:	6D
Height		5A		- No roof-top parking;	
Subarea 1	- 36 ft. on other than upslope lot; - 45 ft. on upslope lot; - 25 ft. within 10 ft. of front lot line.	5A1		- No outdoor eating areas within 75 ft. of residential;	
Subarea 2	Code (33 feet)	5A2		- No outdoor entertaining;	
Subarea 3	- 9 ft. above curb level within 30 ft. of front lot line; - Stepdown to curb level; - 45 ft. on other portions of lot.	5A3		- No outdoor loudspeaker;	
Front Yards	Subarea 3: 5 ft.	5B		- Double pane glass windows within 75 ft. of residential lots.	
Side Yards		5C	Lighting	Prior to permit, the Department of Building and Safety determines that:	6E
Subarea 1	10 ft. for side yard facing public street of reverse corner lot with 60-ft. or more width.	5C1		- Exterior lighting is shielded and directed towards site;	
Subarea 2	Code	5C2		- Floodlighting is prohibited;	
Subarea 3	- Lots 50 ft. or more in width: combined side yard to equal 25% of lot width (15 ft. minimum)  - Lots less than 50 ft. in width: combined side yards of 12 ft.  - Individual side yards: 10% of width of lot	5C3	<b>All Projects</b>	- Low-level security lighting is not precluded.	7
Lot Coverage	Subareas 1 and 3: 40% coverage for project more than 6 ft. above grade; 45% coverage for lot substandard in width and area.	5D	Drainage	Subareas 1 and 3: Drainage shall flow to street.	7A
<b>Commercial Regulations</b>		6	Pools and Spas	Prohibited over steeper slopes unless non-chlorine purification system is used.	7B
Use	No ground floor residential	6A	Soils and Geology Report	Subareas 1 and 3: Report required if project imports or exports more than 10 cubic yards of fill material.	7C
Height	36 ft.	6B	<b>Utilities</b>	New distribution lines put underground.	8
Equipment	36 ft. height limit; mechanical equipment to be screened and architecturally integrated	6C	<b>Public Improvements</b>	Streets, sewers and drainage facilities completed or guaranteed prior to grading or building permit.	9
			<b>Division of Land</b>		10
			Open Space Management	A homeowners' or similar association to manage open space and public areas.	10A
			Subarea Adjustments	Advisory Agency may adjust boundaries between subareas.	10B
			<b>Exemptions</b>	Prior project permit or hardship exemption under Westchester Bluffs Interim Control Ordinances	11A
				Nonconforming building or structures	11B
				Temporary structures	11C

300CB (050896)



**Part 4**

**COASTAL BLUFFS SPECIFIC PLAN  
Ordinance No. 170,046  
Effective October 6, 1994**

An ordinance establishing the Coastal Bluffs Specific Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

**Section 1. ESTABLISHMENT OF SPECIFIC PLAN.**

The City Council hereby establishes the Coastal Bluffs Specific Plan. The provisions of this ordinance shall apply to any lot located in whole or in part within the area shown within the heavy dashed lines on the following map identified as Exhibit I. The residential portion of the Specific Plan is divided into numbered subareas as shown on Maps 1 - 7 of Exhibit II.

**Section 2. PURPOSES.**

The purposes of this Specific Plan are as follows:

- A. To implement the policies and objectives of the Scenic Highways Plan, the Seismic Safety Plan, the Open Space Plan, the Conservation Element and the Westchester Playa del Rey Community Plan, which are portions of the General Plan of the City of Los Angeles.
- B. To protect, maintain, enhance and where feasible, restore the overall quality of the coastal environment and its natural and cultural resources.
- C. To assure that maximum public access to the coast and public recreation area is provided.
- D. To prepare specific development and environmental regulations tailored to the particular conditions and circumstances of the Playa del Rey Bluffs consistent with the general policies of the adopted Los Angeles General Plan and the Westchester-Playa del Rey Community Plan.
- E. To regulate all development, including use, height, density, bulk and other factors in order to provide for the protection and enhancement of views of scenic features visible from scenic corridors and scenic highways, and to assure that development is compatible and in character with the existing community.
- F. To control erosion by increasing ground water recharge, and reducing water run-off.
- G. To preserve and protect the unique and distinctive landforms within the Specific Plan area by requiring sensitive site design.
- H. To assure that development in areas adjacent to environmentally sensitive habitat areas are sited and

designed to prevent impacts which would significantly degrade such areas, and to be compatible with the continuation of such habitat areas.

- I. To reduce potential adverse effects of grading in hillside areas and to prevent or reduce significant erosion, geologic instability or destruction of the surrounding area.
- J. To minimize the impact of commercial and industrial development adjacent to residential neighborhoods.
- K. To preserve neighborhood commercially planned areas consistent with the Westchester-Playa del Rey Community Plan.
- L. To reflect current city planning goals, urban design standards.

**Section 3. RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE.**

- A. The regulations set forth in this Specific Plan are in addition to those set forth in the Planning and Zoning provisions of Chapter 1 of the Los Angeles Municipal Code (LAMC) and do not convey any rights or privileges not otherwise granted under such provisions except as specifically provided herein.
- B. Wherever this Specific Plan contains provisions which differ from, or conflict with provisions contained elsewhere in Chapter 1 of the LAMC regarding height of buildings or structures, yards, lot coverage, uses permitted in commercial zones, drainage, pools and spas, soils and geology reports, and installation of utilities, the Specific Plan shall prevail and supersede the other applicable provisions. Whenever this Specific Plan is silent, the provisions of the LAMC shall apply.
- C. The procedure for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7.D. In approving an exception from the Specific Plan pursuant to Section 11.5.7.D, the City of Planning Commission and the City Council on appeal may simultaneously approve any conditional use or zone change under their jurisdiction. Only one fee shall be required for a joint application.

**Section 4. DEFINITIONS.**

Whenever the following terms are used in the Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Section 12.03 of the LAMC if defined therein.

- A. **Director of Planning.** The Director of Planning or his or her authorized designee.
- B. **Downslope Lot.** Any lot where the average elevation of the rear lot line, measured at one foot intervals, is lower than the average elevation of the top of the curb of the frontage street, measured at one foot intervals.



- C. **Grade.** The lowest elevation of the ground, within the area between the building and the property line, or when the property line is more than five feet from the building, between the building and a line five feet from the building. For purposes of measuring height, the lower of the natural or finished grade shall be used. However, for subdivisions of more than 35 dwelling units approved after November 25, 1987, if a grading plan was approved as part of the subdivision approval, then the grade shall be the finished grade established by the approved plan.
- D. **Height.** The vertical distance above Grade measured to the highest point of the roof, structure or the parapet wall, whichever is highest. Retaining walls shall not be used to elevate the Grade for the purposes of measuring the height of a building or structure.
- E. **Project.** Any construction of or addition to a building or structure constructed in whole or in part on a lot within the Specific Plan area.
- F. **Slope.** The difference in ground elevation between the highest point on the lot and the lowest point divided by the horizontal distance between these two points.
- G. **Upslope Lot.** Any lot which has greater than a 7:1 (14.37%) Slope where the average elevation of the rear lot line, measured at one foot intervals, is higher than the average elevation of the top of the curb of the frontage street, measured at one foot intervals.

## Section 5. RESIDENTIAL REGULATIONS.

No person shall erect, construct, add to or increase the floor area of any Project pursuant to a building permit issued on or after June 27, 1994, for which a vested right has not accrued, on any lot located in whole or in part within the area identified in Section 1 of this Specific Plan.

Prior to the issuance of a grading or building permit, the Department of Building and Safety shall determine that any Project located within a residential zone within the boundaries of this Specific Plan complies with the following regulations:

### A. Height.

- 1. Subarea 1: The maximum Height of a building or structure within Subarea 1 shall be as follows:
  - a. No building or structure shall exceed 36 feet in Height. Notwithstanding the above, on an Upslope Lot, no building or structure shall exceed 45 feet in Height.
  - b. No Project shall exceed 25 feet in Height within 10 feet from the front lot line, as measured from the midpoint between the side property lines, to the highest point of the roof structure or parapet wall. For purposes of this Specific Plan, the front lot line of a through lot is the front lot line fronting the street at the highest elevation of the lot.

- c. The provisions of LAMC Section 12.21.1 B 3 (Height of Building or Structures, Exceptions) which otherwise permit additional height for housing elevators, stairways, and other specified roof structures shall not apply to any one-family dwelling within Subarea 1.

- 2. Subarea 2: The maximum Height of a Project within Subarea 2 shall be as provided by the LAMC.
- 3. Subarea 3: The maximum Height of a Project within Subarea 3 shall be as follows:
  - a. Within the area between the front lot line, adjacent to and parallel to the street, and an imaginary line located 30 feet toward the rear lot line therefrom, no Project shall exceed nine feet in Height. Height shall be measured from the midpoint between the side property lines to the highest point of the roof structure or parapet wall. For purposes of this Specific Plan, the front lot line of a through lot is the front lot line fronting the street at the highest elevation of the lot.
  - b. Within any other portion of a Downslope Lot not described in (a) above, Height of any Project or portion thereof shall not exceed the elevation of the midpoint between the side property lines.
  - c. Notwithstanding (a) and (b) above, safety railings enclosing decks may exceed the curb level by three feet, or higher if necessary to comply with applicable building codes, provided they are constructed of open materials which allow at least 75% visibility.
  - d. Under no circumstances shall any Project exceed 45 feet in Height.
  - e. The provisions of LAMC Section 12.21.1 B2 and B3 (Height of Building or Structures, Exceptions) which otherwise permit additional height shall not apply to any one-family dwelling within Subarea 3.

- B. **Front Yards.** Subarea 3: Notwithstanding any other provisions of the LAMC, the front yard shall be a minimum of five feet. For purposes of this Specific Plan, the front yard of a through lot is the yard fronting the street at the highest elevation of the lot.

### C. Side Yards.

- 1. Subarea 1: Side yards shall be as provided in the LAMC. Provided, however, that on reverse corner lots where the width of the lot is 60 feet or greater, there shall be a side yard of not less than 10 feet in width facing the public street.
- 2. Subarea 2: Side yards shall be as provided in the LAMC.
- 3. Subarea 3: For any Project the side yards shall be as follows:

- a. There shall be a side yard on each side of any building, the width of which side yards together is not less than 25% of the width of the lot, or not less than 15 feet, whichever is greater.
- b. If the width of the lot is less than 50 feet, then the width of both side yards may be reduced to a total of 12 feet.
- c. Under no circumstances shall an individual side yard be less than 10% of the width of the lot.

**D. Lot Coverage.** Subareas 1 and 3:

1. A Project extending more than six feet above Grade shall cover no more than 40 percent of the area of a lot.
2. Notwithstanding (1) above, for a lot which is substandard as to width and as to area, a Project shall cover no more than 45 percent of the area of a lot.

**Section 6. COMMERCIAL REGULATIONS.**

Prior to the issuance of a grading or building permit for any Project located within a commercial zone within the boundaries of this Specific Plan, the Department of Building and Safety shall determine that the Project complies with the following regulations:

- A. **Use.** No residential uses except for hotels and motels shall be allowed on the ground floor, street level, or first floor or a building or structure.
- B. **Height.** Notwithstanding LAMC Section 12.21.1 B 2 (Height of Building or Structures, Exceptions) to the contrary, no portion of any building or structure shall exceed 36 feet in Height.
- C. **Equipment.**
  1. Notwithstanding LAMC Section 12.21.1 B 2 (Height of Building or Structures, Exceptions) to the contrary, any roof-mounted structure shall be considered a part of the structure and shall conform to the Height limitations provided in Section 6B.
  2. Mechanical equipment, including plumbing, heating, ventilating and air conditioning equipment or conduits, or television satellite dish antennas, shall be screened from view from adjacent streets or architecturally integrated into the design of the building.
- D. **Noise Reduction.** Prior to the issuance of a grading or building permit, the Department of Building and Safety shall determine that the Director has certified in writing that the Project conforms with the following regulations:
  1. No rooftop parking shall be permitted.

2. No outdoor eating areas for dining or drinking shall be permitted or conduits, or television satellite dish antennas, shall be screened from view from adjacent streets or architecturally integrated into the design of the building.

**D. Noise Reduction.** Prior to the issuance of a grading or building permit, the Department of Building and Safety shall determine that the Director has certified in writing that the Project conforms with the following regulations:

1. No rooftop parking shall be permitted.
2. No outdoor eating areas for dining or drinking shall be permitted within 75 feet of a residentially zoned lot.
3. No outdoor entertainment shall be permitted.
4. No outdoor loudspeaker or public address system shall be installed or operated on any open portion of the premises. Further, no paging system shall be installed which is audible outside the building in which it is located.
5. All windows on an exterior wall within 75 feet of adjacent residentially-zoned lots shall be constructed with double-pane glass.

**E. Lighting.** Prior to the issuance of a grading or building permit, the Department of Building and Safety shall determine that the Director has certified in writing that the Project conforms with the following regulations:

1. All exterior lighting shall be shielded to reduce glare and directed onto the site so as not to be seen directly from the adjacent residential areas.
2. All floodlighting shall be prohibited.
3. This provision shall not preclude the installation of low-level lighting for the purposes of safety and security.

**Section 7. ALL PROJECTS.**

Prior to the issuance of a grading or building permit, the Department of Building and Safety shall determine that the Project complies with the following regulations:

- A. **Drainage.** Subareas 1 and 3: Both temporary and permanent drainage from each lot, particularly from roofs, pools and spas, shall flow to an improved and dedicated street by gravity. An appropriate drainage system may include an enclosed pipe in a private drainage easement to a non-contiguous improved street. If adequate drainage by gravity cannot be provided, as determined by the Department of Building and Safety, then another method shall be approved by the Department of Building and Safety. The means of discharging onto the improved street shall be approved by the City Engineer.



- B. **Pools and Spas.** No permit shall be issued for any pool or spa located in whole or part over an area with a Slope equal to or steeper than 7:1 (14.3%). **EXCEPTION:** A pool or spa with a permanent non-chlorine using water purification system shall be permitted. Chlorine shall not be added to any such pool or spa. Any drainage or emptying of such a pool or spa shall be required to be pumped to the street as required in Section 7A above, rather than allowing the water to run down the hillside.
- C. **Soils and Geology Report.** Subareas 1 and 3: If a Project requires the import or export of more than 10 cubic yards of dirt, earth or other fill material, then a soils and geology report shall be submitted. This report shall include a run-off and drainage control plan, a slope protection plan, and an erosion restoration plan. The report shall include proposals for protection, control and restorative work as necessary, and shall be prepared by a soils engineer (as defined in LAMC Section 91.0420) and an engineering geologist certified by the State of California. The slope protection plan and erosion restoration plan shall be prepared in collaboration with a landscape architect. The report shall also address potential earthquake hazards including but not limited to earthquakes along the Charnock and Newport-Inglewood fault lines and how these potential hazards will be mitigated. Prior to the issuance of any grading or building permit, all building plans shall be signed by the preparer of the soils and geology report certifying that all necessary recommendations for grading, slope protection, foundations, erosion restoration, retaining walls and drainage made in the report have been incorporated into the development.

#### **Section 8. UTILITIES.**

To the extent physically feasible, all new distribution lines shall be installed underground. The Rules for Electric Service of the Department of Water and Power shall be used to determine the appropriate installation of new distribution lines.

#### **Section 9. PUBLIC IMPROVEMENTS.**

Prior to the issuance of a grading or building permit for a Project, all of the following public improvements shall be completed or suitably guaranteed to the satisfaction of the City Engineer:

- A. Dedication and improvement to standard street dimensions of at least one-half of all adjacent public rights-of-way for the full width of the frontage of the subject lot.
- B. Construction of sewers and drainage facilities.

#### **Section 10. DIVISION OF LAND.**

- A. **Open Space Management.** Any subdivision or parcel map approved by the Director shall require the establishment of an entity such as a homeowner's association or benefit assessment district or other entity, the form of which is

approved by the Director, to manage any open space or public areas of the tract. Unless other arrangements are made satisfactory to the Director, each owner and future owner shall automatically become a member of the association or other entity and shall automatically be subject to a proportionate share of the cost of managing the open space.

- B. **Subarea Boundary Adjustments.** Adjustments in the location of boundaries between subareas may be approved by the Advisory Agency as part of the approval of a subdivision within the Specific Plan area when:

- 1. The unsubdivided parcel or tract contains more than one subarea; and
- 2. The adjustment is made to move the subarea boundary to coincide with lot lines of the subdivision.
- 3. Adjustments permitted pursuant to this subsection shall be limited to a distance of less than 50 feet.

#### **Section 11. EXEMPTIONS.**

The provisions of this ordinance shall not apply to:

- A. Projects for which project permits or hardships exemptions were granted pursuant to Ordinance Number(s) 162,444, 163,687, 163,938, 165,508, 166,260 or 167,812 (Westchester Bluffs Interim Control Ordinances) provided:
  - 1. Architectural and structural plans incorporating any and all conditions of the permit or exemption were accepted for plan check by the Department of Building and Safety and a fee paid not more than 365 days after the effective date of this ordinance; and
  - 2. No subsequent change occurs on the plans which would cause the Project to exceed any provision of the permit or exemption.
- B. **Nonconforming Buildings and Structures:** A building or structure, nonconforming as to Height or lot coverage, shall not be added to or enlarged if such addition exceeds the original perimeter of the building at the exterior wall. Notwithstanding the above, a building or structure may be added to or enlarged if the addition meets the requirements of Height in this Specific Plan and the Height of the resulting building or structure does not exceed the maximum Height for the subarea in which the building or structure is located; provided, further, that the resulting building or structure complies with the lot coverage requirements of this Specific Plan.
- C. **Temporary Structures:** Temporary structures of 6 months duration or less as determined by the Director shall be exempt from the requirements of Sections 5 and 6 of this Specific Plan.

#### **Section 12. SEVERABILITY.**

If any provision of this ordinance or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court or competent jurisdiction, such invalidity shall not affect other provisions, clauses, or applications of this ordinance and the provisions and clauses of this ordinance are declared to be severable.

#### **Section 13. INTERPRETATION.**

Whenever any ambiguity or uncertainty related to the application of this Specific Plan exists so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by the property owner, issue interpretations of the Specific Plan requirements consistent with the purpose and intent of this Specific Plan.

#### **Section 14. URGENCY CLAUSE.**

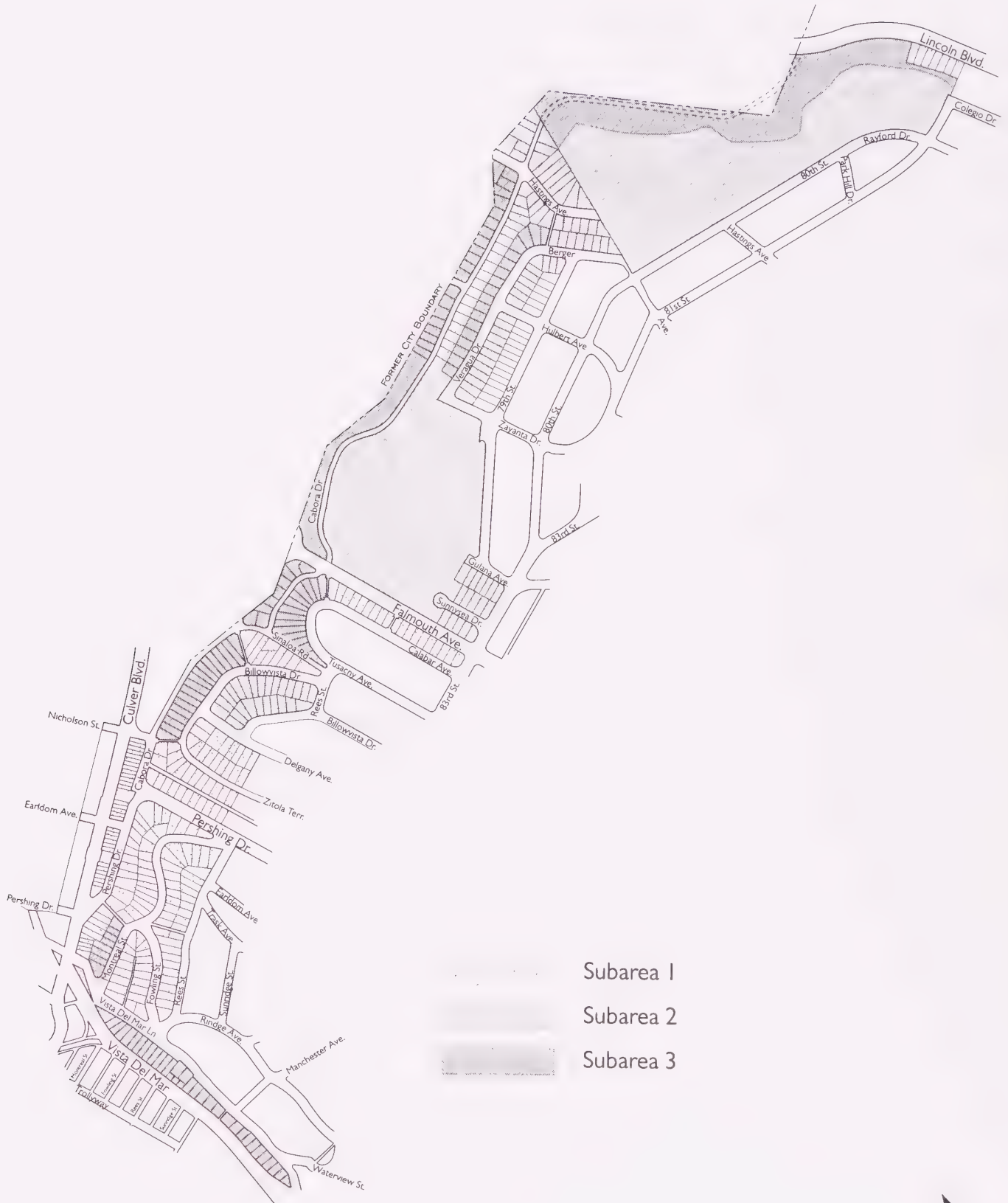
The City Council finds and declares that this ordinance is required for the immediate protection of the public peace, health and safety. This ordinance will prevent potentially irreversible development to occur which creates problems of soil erosion, slope instability, destruction of scenic resources and excessive building height and bulk in the Specific Plan area. The ordinance is necessary to protect environmentally sensitive coastal bluffs and wetlands and to prevent irreversible development pending its adoption. Therefore, this ordinance shall become effective upon publication pursuant to Section 281 of the Los Angeles City Charter.

300CB (050896)





# Coastal Bluffs Specific Plan



**Subareas**





**Part 5**

**COASTAL BLUFFS SPECIFIC PLAN  
Ordinance No. 170,046  
Effective October 6, 1994**

**ADMINISTRATIVE RESPONSIBILITIES**

**Applicant**

- ° Prior to the issuance of a grading or building permit for a project, the applicant shall complete or suitably guarantee to the satisfaction of the City Engineer the public improvements specified in Section 9 of the Specific Plan. (9)

**Department of Building and Safety**

- ° Prior to the issuance of a grading or building permit for a project within a residential zone, the Department of Building and Safety shall determine that a project conforms to all applicable regulations of the Specific Plan for height, yard, lot coverage, use, equipment, drainage, pool and spa, and soils and geology report. (5,6)

**Department of City Planning**

- ° Prior to the issuance of a grading or building permit for a commercial project the Director of Planning shall certify in writing that the commercial project conforms to the noise and lighting regulations of the Specific Plan. (6D,E)
- ° The Director shall, in conjunction with approval of any parcel or subdivision map, require the establishment of an entity to manage any open space or public areas. (10A)
- ° Whenever any uncertainty related to the application of the Specific Plan exists, the Director shall, upon application by the property owner, issue interpretations of the Specific Plan requirements consistent with the purpose and intent of the Specific Plan. (13)

**City Planning Commission/City Council**

- ° The City Planning Commission, or the City Council on appeal, shall make the determination on an application for an exception to the Specific Plan. (3C)

300CB (050896)









## **TABLE OF CONTENTS**

### **Playa Vista Area B Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

300MISC(062596)





## Part 1

**PLAYA VISTA AREA B SPECIFIC PLAN**  
Ordinance No. 160,521  
Effective December 27, 1985  
Amended by Ordinance No. 165,638  
Effective March 28, 1990

### SUMMARY OF PROVISIONS

#### **Affected Projects**

Any building, structure or other development of property proposed to be erected, structurally altered, enlarged or maintained, not including single-family residences or remodeling, rehabilitation or repair within interior of building or structure.

#### **Plot Plan Review**

Plot plan review by Director of Planning required for all projects.

Director of Planning may impose conditions and make zone boundary interpretations or adjustments.

Fees are the same as for landscape plan review (Section 19.01, LAMC).

Determination of the Director of Planning may be appealed to City Planning Commission and City Council.

#### **Residential Regulations**

Total allowable number of dwelling units in plan area: 2,333, not including any low and moderate income dwelling units from Playa Vista Area C.

Dedication, or payment of fee in lieu, required for Ballona Wetlands, together with park and recreation space at 100 sq. ft. per dwelling unit; satisfies park and recreation requirements of Section 17.12 of the Code.

15% of total number of permitted dwelling units shall be low and moderate income units or, if subsidy is not available, land reserved or guaranteed.

At least 225 of required low and moderate dwelling income units shall be senior citizen units, to be located in area specified.

At least 50% of the required low and moderate dwelling income units shall be provided within plan area, and any remaining units may be provided in Playa Vista Area C or D Specific Plan areas, or outside Playa Vista Area C or D Specific Plan areas at 1.25 times the required number of units.

#### **Commercial Zone Regulations**

Convenience commercial uses limited to 70,000 sq. ft.

#### **Playa Vista Area B Specific Plan Zones**

##### **R1(PV)-1 Residential Zone:**

- One-family dwellings, accessory buildings and uses
- Height District 1

##### **R3(PV)-1VL Residential Zone:**

- R3 Zone uses
- Height District 1VL
- Special yard and height adjacent to OS(PV) Zone
- 6-story height limit for senior citizen housing

##### **R3(PV)-1L Residential Zone:**

- R3 Zone uses as specified
- Height District 1L

##### **R4(PV) Residential Zone:**

- R4 Zone uses as specified
- Height: 10 stories

##### **C1(PV)-1VL Commercial Zone:**

- C1 Zone convenience commercial uses
- Commercial billboards prohibited
- Height District 1VL

##### **A2(PV)-1VL Public Utility Zone:**

- A2 Zone uses
- Gas Company uses and facilities
- Height District 1VL

##### **OS(PV) Open Space Zone:**

- Uses specified in Ballona Wetlands Management Program
- Facilities for continued operation of gas storage facility

#### **Subdivision Regulations**

Application requires site-specific geologic and soils study; determination that wells have been abandoned in accordance with current standards; clearance for any oil wells that may be located on site; and dedications and improvements.

See also dedication requirements under Residential Regulations above.

## **Building Standards**

Development shall be in scale with surrounding buildings.

Buildings shall not cast shadows on residential development adjacent to Specific Plan area during given hours.

Elevations visible from adjacent major streets shall be given equal design consideration.

Buildings shall be sited and designed to not obliterate existing views of bluffs from Jefferson and Lincoln Boulevards.

Facade of parking structures shall complement adjoining structures.

Balconies shall be of usable dimension.

Facade or landscaping of parking structures shall screen automobiles.

Ventilation, heating or air conditioning equipment, and appurtenances shall be screened.

Vehicular access to proposed buildings from major arterials shall be as specified.

Vehicular access to driveways from major arterials shall be prohibited except as specified.

Collector streets shall intersect arterial system as approved.

Development shall comply with Coastal Transportation Corridor Specific Plan.

## **Landscape Standards**

All open areas shall be landscaped.

Plan shall be prepared by licensed landscape architect.

Plan shall include size and location of plant materials, proposed irrigation plan and estimated planting schedule.

Parking lots shall be screened from view from adjacent major public streets.

Minimum landscaped area of surface parking shall be 10%.

Street trees shall be planted at a minimum of 1 tree per 40 lineal feet of street frontage.

Standards are specified for plant materials, planting, rear and side yards, and secondary access.

## **Sign Standards**

All signs shall be appropriate given their location, size and purpose.

## **Buffering Standards**

All potentially incompatible uses shall be buffered by visual or spatial means.

## **Community Plan Standards**

Development shall be consistent with and implement Community Plan policies with respect to bikeways, walkways, transit service and facilities and pollution traps to limit pollutants from entering the wetlands system.

## **Transportation and Traffic Standards**

Vehicular access to proposed buildings from major arterials shall be from intersection with roadways as approved.

Vehicular access to driveways from major arterials shall be prohibited except as approved.

Collector streets shall intersect the arterial system as approved.

## **Parking**

Dwelling units: 2 spaces per dwelling unit

Guest parking: 1 space per 4 multiple dwelling units

Offices: 1 space per 250 sq. ft. of floor area

Medical offices: 1 space per 150 sq. ft. of gross floor area

Financial institutions: 1 space 225 sq. ft. of floor area

Restaurants, bars: 1 space per 3 seats

General retail: 1 space per 225 sq. ft. of gross floor area

Ratios also specified for places of assembly, child care facilities and convalescent homes.

Up to 40% of required parking spaces may be for compact cars.

Director of Planning may approve reduced parking where specified findings are made.

## **Ballona Wetlands Habitat Management Program**

No building permit shall be issued until Community Plan policies with respect to the Habitat Management Plan have been adopted, funding for restoration of the Ballona Wetlands established, and fee title to designated owner/manager conveyed.

The Habitat Management Plan shall also include specific objectives.

**Phasing**

Issuance of building permits shall be consistent with phasing program for infrastructure in the Coastal Transportation Corridor Specific Plan.

No building permit shall be issued until a flood control plan for the entire Specific Plan area has been approved by the Los Angeles County Flood Control District.

**Owner Acknowledgment**

The owner shall record a covenant acknowledging and accepting the contents and limitations of the Specific Plan.

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## Part 2

**PLAYA VISTA AREA B SPECIFIC PLAN**  
**Ordinance No. 160,521**  
**Effective December 27, 1985**  
**Amended by Ordinance No. 165,638**  
**Effective March 28, 1990**

### SUBJECT INDEX

#### SUBJECT

#### PAGE

Access, vehicular	4-7
Advisory determination	4-7
Allocation of development rights	4-6
Appeals	4-10
Ballona Wetlands Habitat Management Program	4-9
Billboards, commercial	4-2,4
Buffering standards	4-7
Building standards	4-6
Coastal Development Permit, Post-Certification Procedures	4-10
Coastal Transportation Corridor Specific Plan	4-10
Commercial Zone - C1(PV)	4-4
Convenience commercial	4-2,5,6
Definitions	4-2
Density	4-6
Dwelling units	
Low income	4-2,3,6
Market rate	4-2,3
Moderate income	4-2,3,6
Off-site	4-3
Senior Citizen	4-2,3,4
Single-family	4-4,6
Total allowable	4-6
Exceptions	4-2
Fees	4-7
Flood control plan	4-3
Floor area, total commercial	4-2,6
Gas company uses, facilities	4-5,9
Geologic and soils study	4-5
Height (See Zones)	
Landscape	
General	4-7
Open Areas	4-7
Parking lots	4-8
Parking structures	4-7
Plans	4-8
Standards	4-8
Street trees	4-8
Trees	4-8

#### SUBJECT

#### PAGE

Oil wells	4-10
Open Space Zone - OS(PV)	4-5
Owner acknowledgment	4-10
Park and recreation space	4-3
Parking	
Compact car spaces	4-9
Landscape	4-7,8
Structures	4-7
Parking ratios	4-8,9
Phasing	4-3,10
Playa Vista Area C Specific Plan	4-3,6
Playa Vista Area D Specific Plan	4-3
Plot Plan review	
Advisory determination	4-7
Buffering standards	4-7
Building standards	4-6
Community Plan standards	4-7
Conditions of approval	4-7
Fees	4-7
Findings	4-7
Jurisdiction	4-6
Landscape standards	4-7
Preliminary Plot Plan review	4-7
Procedure	4-6
Time limits	4-10
Transportation, traffic standards	4-7
Public Utility Zone - A2(PV)-1VL	4-5
Purpose	4-1
Quimby dedication	4-3
Remodeling, rehabilitation, repair	4-6
Residential Zones	
R1(PV)-1	4-3
R3(PV)-1VL	4-4
R3(PV)-1L	4-4
R4(PV)	4-4
Severability	4-10
Signs (See also Billboards, commercial)	4-2,7
Southern California Gas Company	4-5,9
Specific Plan exceptions	4-2
Subdivision regulations	4-3,5
Time limits	4-10
Transportation, traffic standards	4-7
Trees, street trees	4-7,8
Zones	
Public Utility: A2(PV)-1VL	4-5
Commercial: C1(PV)	4-4
Residential: R1(PV)-1; R3(PV)-1VL;	4-3,4
R3(PV)-1L; R4(PV)	
Open Space: OS(PV)	4-5

230PVB2 (050696)



Part 3

**PLAYA VISTA AREA B SPECIFIC PLAN**  
**Ordinance No. 160,521**  
**Effective December 27, 1985**  
**Amended by Ordinance No. 165,638**  
**Effective March 28, 1990**

**ANNOTATED TABLE OF CONTENTS**

<b><u>PROVISION</u></b>	<b><u>HIGHLIGHTS</u></b>	<b><u>SECTION</u></b>	<b><u>PROVISION</u></b>	<b><u>HIGHLIGHTS</u></b>	<b><u>SECTION</u></b>
<b>Zone Regulations</b>		<b>5</b>	<b>OS(PV)</b>	Uses as specified in Ballona Wetlands Management Program; facilities for continued gas storage	<b>5E</b>
<b>General Provisions</b>	Plot Plan approval required, with exceptions. Flood control plan required prior to issuance of building permits.	<b>5A</b>	<b>Subdivision Regulations</b>	Required: site-specific geologic and soils study; determination that wells have been abandoned in accordance with current standards; clearance for any oil wells on site; dedications and improvements	<b>5F</b>
<b>Residential Regulations</b>	Quimby Dedication Requirements: restoration of Ballona Wetlands; park and recreation space at 100 sq. ft. per dwelling unit.	<b>5B1a</b>	<b>Density</b>		<b>6</b>
	Low and Moderate Income Housing Provisions: 15% of dwelling units, of which 50% are to be within plan area; remaining units may be in Area C or D, or outside Playa Vista at 1.25 times the requirement.	<b>5B1b</b>	<b>Residential Regulations</b>	Total allowable dwelling units: 2,333, excluding any low and moderate income units from Area C	<b>6A</b>
	At least 225 of low and moderate income units shall be senior citizen units, to be located in area specified.		<b>Commercial</b>	Convenience commercial uses shall not exceed 70,000 sq. ft.	<b>6B</b>
<b>R1(PV)-1</b>	One-family dwellings, accessory buildings and uses Height: HD 1 (Code)	<b>5B2</b>	<b>Allocation of Development Rights</b>	Allocation shall be made at the time of subdivision, and covenant recorded.	<b>6C</b>
<b>R3(PV)-1VL</b>	R3 Zone uses Height: HD 1VL (Code) Special yard and height requirements adjacent to OS(PV) Zone; 6-story height limit for senior citizen housing	<b>5B3</b>	<b>Design Review and Standards</b>		<b>7</b>
<b>R3(PV)-1L</b>	R3 Zone uses as specified Height: HD 1L	<b>5B2</b>	<b>Jurisdiction</b>	Plot Plan review required for all projects, not including single-family residences, or remodeling, rehabilitation or repair within interior of building.	<b>7A</b>
<b>R4(PV)</b>	R4 Zones uses as specified Height: 10 stories	<b>5B3</b>	<b>Procedure</b>		<b>7B</b>
<b>C1(PV)-1VL</b>	C1 Zone convenience commercial uses (billboards prohibited) Height: HD 1VL	<b>5C1</b>		Building Standards	<b>7B1</b>
<b>A2(PV)-1VL</b>	A2 Zone uses Height: HD 1VL (Code) Public utility uses and facilities for continued operation of Gas Company	<b>5D</b>		Landscape, Sign and Buffering Standards	<b>7B2</b>
				Community Plan Standards	<b>7B3</b>
				Transportation and Traffic Standards	<b>7B4</b>
			<b>Findings</b>	Subdivision findings binding on plot plan approval, and vice versa.	<b>7C</b>
			<b>Conditions of Approval</b>	Director of Planning may impose conditions.	<b>7D</b>
			<b>Fees</b>	Section 19.01, LAMC	<b>7E</b>
			<b>Advisory Determination</b>	Applicant may request preliminary Plot Plan review.	<b>7F</b>



<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
<b>Landscape Standards</b>		8	<b>Post-Certification Coastal Development Permit Procedures</b>	Section 12.20.2.1, LAMC	14
	General Requirements	8A			
	Street Trees	8B			
	Other Landscaped Areas	8C			
<b>Parking</b>		9	<b>Severability</b>		15
<b>Parking Space Requirements</b>	Dwelling units: 2 spaces per unit; 1 space per 4 units for guest parking	9A	<b>Owner Acknowledgment of Limitations</b>	Recording of covenant required.	16
	Guest rooms and special care homes				
	Office, general professional: 1 space per 250 sq. ft.		290PVB3(050696)		
	Office, medical: 1 space per 150 sq. ft.				
	Financial institutions: 1 space per 225 sq. ft.				
	Restaurants, bars: 1 space per 50 sq. ft.				
	Retail: 1 space per 225 sq. ft.				
	Places of assembly				
	Child care facilities				
	Convalescent homes				
<b>Alternative Requirements</b>	Director of Planning may approve reduction in parking.	9B			
<b>Ballona Wetlands Habitat Management Program</b>	No building permit issued until Community Plan policies are consistent with Habitat Management Plan, funding established for restoration of the Ballona Wetlands, and fee title conveyed to designated owner/manager.	10			
<b>Phasing</b>	Issuance of building permits shall be consistent with phasing program for infrastructure in the Coastal Transportation Corridor Specific Plan.	11			
<b>Time Limits</b>		12			
<b>Appeals</b>	Determination of Director of Planning may be appealed to City Planning Commission and City Council.	13			

**Part 4**

**PLAYA VISTA AREA B SPECIFIC PLAN  
Ordinance No. 160,521  
Effective December 27, 1985  
Amended by Ordinance No. 165,638  
Effective March 28, 1990**

An ordinance amending Ordinance No. 160,521 which established a Specific Plan for the Playa Vista Area B portion of the Westchester-Playa del Rey Community Plan.

WHEREAS, Proposition 20, passed by the people of the State of California in 1972, declared the California Coastal Zone a resource of statewide significance; and

WHEREAS, the California Coastal Act of 1976, Public Resources Code Section 30000 et seq. (the "Coastal Act"), was promulgated to implement the goals of Proposition 20 and to establish certain basic goals, as follows:

1. To protect, maintain, enhance and, where feasible, restore the overall quality of the Coastal Zone environment;
2. To assure balanced utilization of Coastal Zone resources;
3. To maximize public access and recreational opportunities consistent with resource conservation principles and private property rights;
4. To assure priority for coastal-dependent over other development;
5. To encourage State and local efforts to coordinate planning for mutually beneficial uses; and

WHEREAS, the Coastal Act requires local government to prepare a Local Coastal Program for that portion of the Coastal Zone which lies within its jurisdiction; and

WHEREAS, Playa Vista Area B lies within that portion of the Westchester-Playa del Rey Community Plan located within the Coastal Zone as designated by the State legislature; and

WHEREAS, after many public meetings addressing key issues of access, recreation, environmentally sensitive habitat areas, new development, visual resources, water and marine resources and visitor-serving facilities, a Coastal Land Use Plan was prepared; and

WHEREAS, the State Coastal Commission approved such Land Use Plan; and

WHEREAS, concurrently herewith the City of Los Angeles has adopted amendments to the Westchester-Playa del Rey Community Plan which are consistent with such Land Use Plan; and

WHEREAS, the development of a Specific Plan has been deemed the most appropriate mechanism for preparing specific land use policies and regulations to implement such

amendments to the Westchester-Playa del Rey Community Plan; and

WHEREAS, such Specific Plan and such amendments to the Westchester-Playa del Rey Community Plan are intended to constitute the City's Local Coastal Program for Playa Vista Area B.

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

**Section 1. ESTABLISHMENT OF SPECIFIC PLAN**

The City Council hereby establishes the Playa Vista Area B Specific Plan applicable to that area of the City of Los Angeles shown within heavy lines on the Map.

This Specific Plan is intended to provide, together with the regulations set forth in Chapter 1 of the Code, regulatory controls and incentives for the systematic implementation of that portion of the Westchester-Playa del Rey Community Plan which includes the above-described area and to provide for public needs, convenience and general welfare as the development of such area necessitates. Such regulations limit the density of land use to that which can be accommodated under existing and presently planned public street improvements and transportation programs which impact the area covered by this Specific Plan.

**Section 2. PURPOSE**

The following purposes shall apply in the Playa Vista Area B Specific Plan area:

- ° To implement the goals and policies of the Coastal Act.
- ° To establish a Local Coastal Program for that portion of the Westchester-Playa del Rey Community within the Coastal Zone as designed by the State Legislature.
- ° To protect, maintain, enhance and, where feasible, restore the overall quality of the Coastal Zone environment and its natural and man-made resources.
- ° To assure that maximum public access to the coast and public recreation areas is provided.
- ° To prepare specific provisions tailored to the particular conditions and circumstances of Playa Vista Area B, consistent with the general policies of the adopted Los Angeles City General Plan.
- ° To regulate all development, including use, height, density and other factors in order that it be compatible in character with the existing community and to provide for the consideration of aesthetics and scenic preservation and enhancement.

### **Section 3. RELATIONSHIP TO OTHER PROVISIONS OF CHAPTER 1 OF THE MUNICIPAL CODE OF THE CITY OF LOS ANGELES**

The regulations of this Specific Plan are in addition to those set forth in Chapter 1 of the Code and do not convey any rights or not otherwise granted under the provisions contained in said Chapter, except as specifically provided for herein. Wherever this Specific Plan contains provisions different from or in conflict with provisions contained elsewhere in Chapter 1, this Specific Plan shall supersede such other provisions. Procedures for the granting of exceptions to the requirements of this Specific Plan are established in Section 11.5.7 D of the Code.

### **Section 4. DEFINITIONS**

Any terms used in this ordinance shall have the meaning specified for such term in either Section 12.03 of the Code or the meaning specified below unless the context clearly indicates to the contrary:

**City** shall mean the City of Los Angeles.

**Code** shall mean the Municipal Code of the City of Los Angeles.

**Commercial Billboard** shall mean a sign which directs attention to a business, product, or service sold or offered or existing elsewhere than upon the site where such sign is located and which either expressly or implicitly invites a commercial transaction.

**Community Plan** shall mean the adopted Westchester-Playa del Rey Community Plan, a part of the General Plan of the City of Los Angeles.

**Convenience Commercial** shall mean a commercial area or uses designed to satisfy the needs of the surrounding residential community.

**Dwelling Unit, Low Income** shall mean (a) housing renting for a monthly rental of not more than 25% of the monthly household income of a household earning up to 80% of the Median Income or (b) housing selling for a total purchase price not exceeding two and one-half times the annual household income of a household earning up to 80% of the Median Income.

**Dwelling Unit, Market Rate** shall mean dwelling units permitted to be constructed under this ordinance other than Low and Moderate Income Dwelling units.

**Dwelling Unit, Moderate Income** shall mean (a) housing renting for a monthly rental of not more than 30% of the monthly household income of a household earning between 80% and 120% of the Median Income or (b) housing selling for a total purchase price not exceeding three times the annual household income of a household earning between 80% to 120% of the Median Income.

**Dwelling Unit, Senior Citizen** shall mean a dwelling unit made available to a person or persons over the age of 62 who meet(s) the low- or moderate-income requirement.

**Feasible** shall mean capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.

**Floor Area** shall mean the total of the gross area of the floor surfaces within the exterior wall of the building, not including space devoted to stairwells, basement storage, required corridors, public restrooms, elevator shafts, light courts, vehicle parking and areas incident thereto, mechanical equipment incidental to the operation of such building, and covered public pedestrian circulation areas, including atriums, lobbies, plazas, patios, decks, arcades and similar areas, except such public circulation areas or portions thereof that are used solely for commercial purposes.

**Map** shall mean the Map contained in this ordinance.

**Median Income** shall mean an income value as established and published periodically by the Federal Department of Housing and Urban Development or its successor agency for the Los Angeles metropolitan area.

**Plot Plan** shall mean a document or documents which pictorially describe, by means of professionally accepted architectural graphic techniques, the location, appearance, configuration and dimensions of any proposed buildings, structures and attendant site improvements including, but not limited to, landscaping and Signs, and any public or private easements.

**Sign** shall mean any display, board, screen, object or part thereof used to announce, declare, demonstrate, display, identify or otherwise advertise and attract the attention of the public, including signs identifying services or products available on the premises or identifying the occupant or premises.

**Specific Plan Area** shall mean that area shown within the heavy lines of the Map in this ordinance.

### **Section 5. ZONE REGULATIONS**

#### **A. General Provisions**

Section 12.04 of the Code is hereby amended by adding to the Zoning Map, which is incorporated in and made a part of Article 2 of Chapter 1 of the Code, the zones and zone boundaries shown upon the Map, so that the portion of the Zoning Map covering the Specific Plan Area shall be as designated on the Map. The zone boundaries shown upon the map are approximate and zone boundary interpretations or adjustments may be made as part of the Plot Plan review and approval process under Section 7 of this ordinance when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses, and/or when necessary to ensure that such zone boundaries precisely coincide with future street, alley or lot lines. Notwithstanding any provision of Article 2 of Chapter 1 of the Code to the contrary, every lot within the Specific Plan Area shall conform to the requirements set forth in this Section 5. Except as provided in Section 7 of this ordinance, no building, structure or land within the Specific Plan Area shall be used and no building or



structure shall be erected, structurally altered, enlarged or maintained within the Specific Plan Area without Plot Plan approval as provided in said Section 7 having been first obtained. The Plot Plan approval process set forth in said Section 7 shall be in addition to, and not in lieu of, any subdivision proceeding, including public hearings as required therein, involving the property for which Plot Plan approval is requested. No building permit shall be issued for any building, structure or other development of property within the Specific Plan Area unless and until a flood control plan for the entire Specific Plan Area has been approved by the Los Angeles County Flood Control District.

## **B. Residential Regulations**

### **1. General Provisions**

#### **a. Quimby Dedication Requirements**

- i) The dedication and restoration of the Ballona Wetlands as defined and set forth in Section 10 of this ordinance, together with the park or recreational space required to be provided under Subsection (ii) below, are hereby found to satisfy the requirements of Section 17.12 of the Code for dedication of real property for park and recreational purposes, or for the payment of a fee in lieu thereof, in connection with the construction or development of any and all dwelling units within the Specific Plan Area. Subdivision maps for residential or condominium purposes are hereby authorized to be recorded without any further compliance with Section 17.12 of the Code.
- ii) Park or recreation space in an amount equal to 100 square feet per dwelling unit within the Specific Plan Area shall be provided to meet the recreation needs of the future residents. Park or recreation space provided anywhere within the Specific Plan Area shall satisfy the foregoing requirement for any particular residential development provided that such space will be accessible to the residents of such development.

#### **b. Low and Moderate Income Housing Provisions**

Low and Moderate Income Dwelling Units in an amount equal to 15% of the total number of dwelling units permitted to be constructed within the Specific Plan Area pursuant to Section 6A of this ordinance shall be provided to meet the needs of low and moderate income individuals and families. At least 225 of such units shall be Senior Citizen Dwelling Units to be located on an 8-acre site at the southwest corner of the Specific Plan Area.

The Low and Moderate Income Dwelling Units may be constructed in one or more phases and shall be

completed not later than the completion of the final phase of the Market Rate Dwelling Units; provided, however, that if necessary governmental housing subsidies are not available in a timely manner for the construction of the Low and Moderate Income Dwelling Units, land must be reserved for such units. Such land shall be reserved or suitably guaranteed to the satisfaction of the Advisory Agency at the time of approval of any subdivision covering Market Rate Dwelling Units, and the area of the reserved land shall be sufficient to permit under the applicable zoning the eventual construction of a number of Low and Moderate Income Dwelling Units equal to 15% of such Market Rate Dwelling Units. Such reserved land may be located, at the option of the subdivider, anywhere within the Specific Plan Area, within the areas governed by Ordinance No. 165,639 (Playa Vista Area C Specific Plan) and Ordinance No. 160,523 (Playa Vista D Specific Plan), or anywhere outside such area or areas; provided, however, that if the latter option is chosen, the reserved land shall be of a sufficient area to permit the eventual construction of a number of Low and Moderate Income Dwelling Units equal to 1.25 times 15% of the Market Rate Dwelling Units covered by the subdivision. The exact location of the Low and Moderate Income Units shall be determined by the developers of such units, but Plot Plan review and approval pursuant to Section 7 of this ordinance shall be obtained prior to the construction of such units. The Low and Moderate Income Dwelling Units may be provided outside of the Specific Plan Area (the "off-site units"), so long as such off-site units are provided at a ratio of 1.25 off-site units for each Low and Moderate Income Dwelling Unit required but not provided within the Specific Plan Area. Off-site units shall be constructed at the same time as each phase of the on-site units and at least fifty percent (50%) of the total required Low and Moderate Income Dwelling Units shall be on-site units.

Notwithstanding anything in the foregoing to the contrary, some or all of the Low and Moderate Income Dwelling Units required by this Subsection may be located within the areas governed by Ordinance No. 165,639 (Playa Vista Area C Specific Plan) and Ordinance No. 160,523 (Playa Vista Area D Specific Plan) and, if so located, shall not be considered off-site units for the purpose of the 1.25 off-site unit ratio described above.

### **2. R1(PV)-1 Residential Zone**

Subject to the applicable limitations and provisions set forth in Section 6 of this ordinance, the requirements of the R1 Zone and Height District No. 1, as modified by the provisions herein, shall apply to all lots zoned R1(PV)-1 within the Specific Plan Area.



- a. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

1. One-family dwellings
2. Accessory buildings, including private garages, accessory living quarters, servants quarters, recreation rooms or private stables, subject to the same limitations as are set forth in Section 12.08 A 7 of the Code
3. Accessory uses, including the office of a physician, dentist, minister of religion or other person authorized by law to practice medicine or healing subject to the same limitations as set forth in Section 12.08 A 8 of the Code

### 3. **R3(PV)-1VL Residential Zone**

Subject to the applicable limitations and provisions set forth in Section 6 of this ordinance, the requirements of the R3 Zone and Height District No. 1VL shall apply to all lots zoned R3(PV)-1VL within the Specific Plan Area, except that (i) the yard requirement adjacent to the boundary of the OS(PV) Zone shall be not less than fifty (50) feet, (ii) no building or structure located within one hundred (100) feet of the OS(PV) Zone shall exceed thirty-five (35) feet in height, (iii) for the development of Senior Citizen Dwelling Units, a 6-story height limit shall be permitted subject to Plot Plan review and approval pursuant to Section 7 of this ordinance, and (iv) only uses permitted in the R3(PV)-1L Zone shall be allowed.

### 4. **R3(PV)-1L Residential Zone**

Subject to the applicable limitations and provisions of Section 6 of this ordinance, the requirements of the R3 Zone and Height District No. 1L shall apply to all lots zoned R3(PV)-1L within the Specific Plan Area, except that only the following uses shall be permitted:

Uses permitted in the R1(PV) Zone

Dwellings, one-family attached, two-family, multiple; and apartment houses

Boarding or rooming houses

Child care facilities for not more than 20 children

Child care facilities or nursery schools for more than 20 children, when approved pursuant to the provisions of Section 12.24 C of the Code

Educational institutions, including elementary and high schools, as provided in Section 12.24 C 52 of the Code

Housing developments of the kind described in Section 12.24 C 32 of the Code, when approved pursuant to the provisions of Section 12.24 C

Parks, playgrounds or recreational or community centers when operated by a government agency.

Youth hostel, restricted to a two-acre site

### 5. **R4(PV) Residential Zone**

Subject to the applicable limitations and provisions of Section 6 of this ordinance, the requirements of the R4 Zone, as modified by the provisions herein, shall apply to all lots zoned R4(PV) within the Specific Plan Area.

- a. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

Uses permitted in the R3(PV)-1L Zone

Boarding homes for the aged, with special care, philanthropic

Child care facilities or nursery schools

Churches, temples, or houses of worship

Community centers, owned and operated by a governmental agency

Educational institutions, including elementary and high schools, colleges and universities

Special care homes

- b. Height. No building or structure shall exceed ten (10) stories.

### C. **C1(PV)-1VL Commercial Zone**

Subject to the applicable limitations and provisions set forth in Section 6 of this ordinance, the requirements of the C1 Zone and Height District No. 1VL shall apply to all lots zoned C1(PV)-1VL within the Specific Plan Area, except that no building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following Convenience Commercial uses. No commercial billboards are permitted.

Banks, financial institutions, loan offices

Child care facilities or nursery schools

Clubs or lodges, fraternal or religious association

Community center, owned and operated by a governmental agency

Hospital, sanitarium, or clinic (except animal hospitals or hospitals or sanitariums for contagious, mental or drug or liquor addict cases)

Library

Medical office uses

Newsstand

Parking areas, public

Pharmacy

Recycling center, collection

Restaurant, cafe, sandwich shop, tea room (excluding dancing or entertainment)

Stores, shops or businesses (e.g. dress shop, beauty shop) permitted in the C1 Zone (except adult book store)

#### **D. A2(PV)-1VL (Public Utility) Zone**

The requirements of the A2 Zone and Height District No. 1VL shall apply to all lots zoned A2(PV)-1VL within the Specific Plan Area, except that no building or structure shall be erected, structurally altered, enlarged or maintained except for the public utility uses and facilities for the continued operation of the Southern California Gas Company gas storage facility including operation and maintenance of surface and subsurface facilities, the replacement of facilities for the injection, storage and withdrawal of natural gas and associated liquids in and from subsurface strata, including the drilling of new wells, reconditioning of existing wells, structures and other facilities, and performing operations incidental thereto.

New gas company uses shall require a Conditional Use Permit, and removal or expanded uses shall be subject to the Plan Approval process.

#### **E. OS(PV) Open Space Zone**

The following requirements shall apply to all lots zoned OS(PV) within the Specific Plan Area.

1. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

- a. Those uses specified in the Ballona Wetlands Management Program prepared pursuant to the provisions of Section 10 of this ordinance.

- b. The public utility facilities operated by the Southern California Gas Company for the continued operation of the gas storage facility including operation and maintenance of surface and subsurface facilities, the replacement of facilities for the injection, storage and withdrawal of natural gas and associated liquids in and from subsurface strata, including the drilling of new wells, reconditioning of existing wells, structures and other facilities, and performing operations incidental thereto, provided that such facilities are operated and maintained in accordance with the applicable policies set forth in the Ballona Wetlands Management Program prepared pursuant to Section 10 of this ordinance.

- c. New gas company uses shall require a Conditional Use Permit, and removal or expanded uses shall be subject to the Plan Approval process.

#### **F. Subdivision Regulations**

1. Any application for approval of a subdivision within the Specific Plan Area shall be accompanied by a thorough site-specific geologic and soils study, including a specific geotechnical study relating to mitigation of liquefaction and lateral spreading and the effect of seismic sea waves on the siting of development within the proposed subdivision to the satisfaction of the City Engineer.
2. Prior to new development over old, unused or previously abandoned wells, the Geological and Soils Section of the Bureau of Engineering must be asked to determine that the wells have been abandoned in accordance with current standards. Development over wells will not be allowed to take place until this determination has been made. The City Engineer and Southern California Gas Company shall jointly determine appropriate gas well setbacks from streets and new development for existing wells associated with gas storage projects.
3. All development permitted in the Westchester Bluffs shall be consistent with all applicable provisions of the Municipal Code including the Westchester Bluffs ICO and/or the subsequent Specific Plan.
4. Prior to the issuance of building permits, clearance must be obtained from the State Division of Oil and Gas for oil wells that may be located on the site.

5. All streets, highways and alleys adjoining the subject area shall be dedicated and improved with streets, sewers and storm drain improvements to the satisfaction of the City Engineer.

## **Section 6. DENSITY**

### **A. Residential Limitations**

Notwithstanding the provisions of Sections 12.10 C 4 and 12.11 C 4 of the Code to the contrary, the total allowable dwelling units within the Specific Plan Area shall not exceed 2,333 dwelling units. Excluded from the foregoing limitation shall be any Low and Moderate Income Dwelling Units, as defined in Ordinance No. 165,639 (Playa Vista Area C Specific Plan) which are required to be constructed under said ordinance but which are located within the Specific Plan Area. It is the intent of this Specific Plan that lower buildings be located near the Ballona Wetlands and that taller buildings generally define the residential development toward Lincoln Boulevard.

### **B. Commercial Zone Limitations**

Within the portion of the Specific Plan Area zoned C1(PV)-1VL, the total Floor Area devoted to Convenience Commercial uses shall not exceed 70,000 square feet.

### **C. Allocation of Development Rights**

The total number of dwelling units and a current accounting of the cumulative totals of Floor Area utilized within each zoning category described in Section 5 of this ordinance shall be maintained by the Departments of Planning and Building and Safety. Allocation of development rights to each lot within a subdivision shall be made at the time of subdivision, and prior to the recordation of Parcel Maps or Final Maps, deed restrictions or covenants running with the land shall be recorded to limit development in accordance with such allocated development rights and in conformity with Section 6 of this ordinance.

## **Section 7. DESIGN REVIEW AND STANDARDS**

The purpose of this Section is to provide standards and a process for review and approval of Plot Plans for all buildings, structures and attendant site improvements proposed for construction within the Specific Plan Area so as to ensure consistency with the provisions of this Specific Plan.

### **A. Jurisdiction**

No building permit shall be issued for any building, structure or other development of property, including any transit facilities, unless a Plot Plan for such development has been reviewed and approved by the Director of Planning. The foregoing requirement shall not apply to

building permits for single-family residences or for remodeling, rehabilitation or repair work solely within the interior of a building or structure.

### **B. Procedure**

Upon the filing of a Plot Plan for approval, the Director of Planning shall, within 30 days of such filing, approve the Plot Plan if such Plot Plan complies with the following standards:

#### **1. Building Standards**

- a. All proposed buildings or structures shall conform to all applicable provisions contained within this Specific Plan.
- b. The proposed buildings or structures are harmonious in scale with surrounding buildings.
- c. All proposed buildings shall be designed so as not to cast shadows on any residential development adjacent to the Specific Plan Area between the hours of 9:00 a.m. and 3:00 p.m. at the spring equinox.
- d. The design of all proposed buildings or structures is applied with equal consideration to all elevations visible from adjacent major public streets, plazas or pedestrian walkways.
- e. Proposed buildings are sited and designed so as not to obliterate (but they may limit) existing views of bluffs from Jefferson Boulevard and from Lincoln Boulevard (to approximately 2,000 feet south of Jefferson Boulevard).
- f. Colors and types of exterior building materials and the facade of any parking structure shall be designed so that they reasonably complement the exterior of adjoining structures.
- g. Any balconies shall be of usable dimension.
- h. The facade or landscaping of any parking structure is designed in a manner which substantially screens automobiles contained therein when viewed from adjacent major public streets, plazas or pedestrian walkways.
- i. All proposed buildings or structures are designed in such a fashion so that all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances are adequately screened when viewed from adjacent major public streets, plazas or pedestrian walkways, unless such appurtenances have been employed as an integral and harmonious component in the design.



- j. All proposed buildings or structures are designed in such a fashion so as to reduce energy consumption and utilize energy-efficient construction.
- k. All buildings or structures are designed so as to utilize earthquake-resistant construction and engineering practices to the satisfaction of the City Engineer. All buildings or structures shall be sited so as (i) to avoid channels constructed in areas of liquefiable soils unless it can be shown that the failures of the areas adjacent to the channels can be engineered to preclude or mitigate the impacts of liquefaction, and (ii) to ensure that structures affecting life safety, such as gas lines, shall not occupy or transect liquefiable soils adjacent to constructed channels subject to lateral movement as a result of earthquake shaking, unless such structures can be engineered to preclude or mitigate the impact of liquefaction.
- l. All proposed buildings or structures are designed so as to utilize water conservation measures consistent with all provisions of the Municipal Code.

## 2. Landscape, Sign and Buffering Standards

- a. All open areas (including any roof of any subterranean parking building or structure) not utilized for buildings, driveways, parking areas, recreational facilities, plazas, patios, decks or walks are landscaped.
- b. All proposed Signs shall be appropriate given their proposed location, size and purpose.
- c. Appropriate buffering of potentially incompatible uses is provided in the form of visual or spatial separations.
- d. The proposed development conforms to the standards set forth in Section 8 of this ordinance.

## 3. Community Plan Standards

The proposed development is consistent with and implements, as necessary, the Community Plan policies with respect to (i) bikeways, pedestrian walkways, trails and bridges, (ii) accommodation of transit service and facilities, (iii) the provision, if applicable, in office and commercial development of multi-use and peripheral parking facilities, (iv) provisions for pollution traps to limit point (development-related) and non-point (general origin) pollutants from entering the wetlands system from freshwater sources and the diversion of the Jefferson drain into Ballona Creek east of the Specific Plan Area, and (v) providing required notifications upon discovery of cultural heritage resources and, where feasible, for the collection and maintenance of such resources.

## 4. Transportation and Traffic Standards

- a. Vehicular access to the proposed buildings from divided major or major arterials shall only be from intersecting public roadways or private roadways approved by the Department of Transportation and the City Engineer.
- b. Vehicular access from divided major or major arterials to driveways shall be prohibited except as approved by the Department of Transportation and the City Engineer.
- c. Collector streets serving the proposed development shall intersect the arterial system within the Specific Plan Area in a manner to facilitate the safe and efficient flow of traffic, as approved by the Department of Transportation and the City Engineer.
- d. The proposed development shall comply with the provisions of the Coastal Transportation Corridor Specific Plan in effect as of the date of approval of the Plot Plan by the Director of Planning.

## C. Findings

If the Director of Planning fails to act on a request for Plot Plan approval within the time limit specified in this Subsection B, the Plot Plan shall be deemed approved. Any prior findings or determinations of compliance, conformity or consistency with any of the above-listed standards, or portions thereof, made by the City in connection with the approval of a subdivision which includes the property for which Plot Plan approval is requested, shall be binding on such Plot Plan approval, and vice versa.

## D. Conditions of Approval

In approving a Plot Plan, the Director of Planning may impose reasonable conditions deemed necessary to ensure that the Plot Plan will be in accord with the design standards set forth in Sections 7, 8 and 9 of this ordinance and may make such zone boundary interpretations or adjustments as may be necessary when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses, and/or to ensure that the affected zone boundaries precisely coincide with street, alley or lot lines.

## E. Fees

Fees for filing of any required Plot Plans shall be the same as those for approval of an application required for a landscaping plan, as established in Section 19.01 of the Code.

## F. Advisory Determination

An applicant may request a preliminary Plot Plan review by the Director of Planning for a non-binding, advisory



determination of compliance with the provisions contained in this Specific Plan, when such applicant determines, with the concurrence of the Director of Planning, that such applicant's project, because of its size or complexity, requires a preliminary determination of compliance before proceeding with more detailed design.

## **Section 8. LANDSCAPE STANDARDS**

The purpose of this Section is to establish landscape standards that will promote an attractive setting throughout the Specific Plan Area. More specifically, the standards are intended to provide for a neat and well maintained appearance in areas not covered by buildings or parking.

### **A. General Requirements**

The erection of any building or structure after the effective date of this ordinance shall conform to the following requirements:

1. A landscape plan prepared by a licensed landscape architect shall be submitted as part of a Plot Plan for review under Section 7 of this ordinance.
2. Landscape plans shall include the approximate size and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and estimated planting schedule.
3. Parking lots shall be screened from view from adjacent major public streets, plazas and pedestrian walkways by the use of berms, landscaping and/or walls or other architectural devices.
4. Minimum landscaped areas of surface parking lots shall be 10 percent.

### **B. Street Trees**

1. Street trees appropriate to the location and approved by the Street Tree Division of the Bureau of Street Maintenance shall be planted at a minimum of one for every 40 lineal feet of street frontage.
2. Street trees shall be in a minimum 15-gallon container and 8 feet in height at the time of planting.

### **C. Other Landscaped Areas**

1. On landscaped portions of individual sites, tree types shall be selected on the basis of attractiveness, hardiness and suitability for the local environment.
2. Ground cover and lawn areas shall be planted and maintained to achieve complete coverage of landscaped areas.

3. Rear and side yards shall be landscaped with plant materials that complement those used at the front of a building or structure.
4. Wherever such rear or side yard areas provide secondary access to buildings or structures, such entrances shall be landscaped in an attractive manner.

## **Section 9. PARKING**

The purpose of this Section is to provide regulatory standards pertaining to the off-street parking of motor vehicles. Except as provided in this ordinance, the provisions of Section 12.21 A 4 of the Code shall apply to property within the Specific Plan Area.

### **A. Parking Space Requirements**

#### **1. Residential Parking Requirements**

- a. There shall be at least two parking spaces provided for each dwelling unit. In addition, there shall be at least one parking space provided for each four multiple-family dwelling units which shall be reserved for, and accessible to, visitors and guests.
- b. There shall be at least one parking space for the first 30 guest rooms or suite of rooms; one additional parking space for each two rooms in excess of 30, not exceeding 60; one additional parking space for each three rooms in excess of 60 provided in a boarding or rooming house or youth hostel.
- c. There shall be at least one parking space for each bed plus one space for each employee and guest room provided in a special care home or home for the aged.

#### **2. Commercial Parking Requirements**

- a. For general and professional (other than medical) offices uses, there shall be at least one parking space provided for each 250 square feet of floor area.
- b. For medical office uses, there shall be at least one parking space provided for each 150 square feet of gross floor area.
- c. For financial institutions, there shall be at least one parking space for each 225 square feet of floor area.
- d. For restaurants and bars, there shall be at least one parking space for each 50 square feet of floor area.
- e. For general retail uses, there shall be at least one parking space provided for each 225 square feet of gross floor area.

### 3. Places of Assembly and Recreation Use

- a. For auditoriums and churches, there shall be at least one parking space provided for every three fixed seats contained therein. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of Floor Area contained therein. In addition, for auditoriums, there shall be one parking space for each two employees.
- b. For community centers, clubs, lodges and fraternal organizations, there shall be at least one parking space provided for each three persons allowed within the maximum occupancy or for each 72 square feet of gross floor area whichever is greater.
- c. For libraries, there shall be at least one parking space provided for each 250 square feet of gross floor area.
4. For child care facilities or day nurseries, at least one parking space per employee and one space for each five children shall be provided.
5. For convalescent hospitals and sanitariums, there shall be at least one parking space provided for each three beds plus one space for each employee.
6. Up to 40 percent of all required parking spaces may be allotted for compact cars consistent with the provisions of the Municipal Code.

#### B. Alternative Requirements

Notwithstanding anything in the Code or this ordinance to the contrary, parking requirements may be reduced beyond those that would otherwise be required under the Code or this ordinance, if the Director of Planning finds, in connection with the review and approval of the Plot Plan as provided in Section 7 of this ordinance, that such reduction is justified based on substantial evidence, including, but not limited to, a parking demand analysis (demonstrating that parking needs for certain uses or combination of uses is less than the number of parking spaces which would otherwise be required for such uses) and/or measures (such as Transportation Demand Management programs) implemented or to be implemented by owners and/or tenants of the project covered by such Plot Plan to reduce traffic to and from, and therefore parking requirements at, such project.

### Section 10. THE BALLONA WETLANDS HABITAT MANAGEMENT PROGRAM

No building permit shall be issued for any building, structure or other development property within the Specific Plan Area unless and until Community Plan policies with respect to the preparation of the Habitat Management Plan for the Ballona Wetlands and the funding thereof, the funding for the restoration of the Ballona Wetlands in accordance with such Plan, and the

conveyance of fee title to the Habitat Management Area to the designated owner/manager, have been implemented. (This prohibition shall not apply to building permits for Southern California Gas Company for the maintenance and operation of its existing gas storage facility.) Such Habitat Management Plan for the Ballona Wetlands will be prepared and submitted to the City Council for approval. The Habitat Management Plan must be consistent with Los Angeles County's Marina del Rey/Ballona Land Use Plan (LUP) approved by the California Coastal Commission on December 9, 1986 and the City's Playa Vista Land Use Plan, and must provide for the consolidation and restoration of all wetlands and environmentally sensitive habitats within the Ballona area as part of a single management unit located within the area designated OS(PV) on the Map, including the restoration of 175.4 acres of wetlands and 21.6 acres of ecological support area. The Habitat Management Plan also shall include the following specific objectives:

- Improve the quantity and quality of water entering the Habitat Management Area.
- Improve the lateral distribution of water within the wetlands.
- Improve and increase the breeding habitat for the California Least Tern and Belding's Savannah Sparrow, two endangered species.
- If necessary for wetlands restoration and if financed by the Ballona Wetlands Habitat Management Program, modify and/or relocate Gas Company facilities which traverse the wetlands, such as fences, access roads and pipelines, where environmentally and operationally sound.
- Provide a system of nature trails, overlooks and an interpretive center for controlled public education and enjoyment.
- Provide public access to and along the boundaries of the wetlands, including access to the southerly shoreline of Ballona Creek in cooperation with the Los Angeles County Flood Control District, consistent with protection of sensitive habitats and fragile wetland resources.
- If found to be consistent with the Habitat Restoration Plan, a total of 10 acres of lagoon use may be established to serve the dual function of habitat enhancement and run-off control. The lagoon(s) shall be designed to store the minimum amount of run-off necessary to adequately perform the flood control function while providing for substantial shallow water feeding area for wild wetland birds as recommended by the Department of Fish and Game. The lagoon(s) shall also be designed to maximize downstream discharge for the enhancement purposes.
- Remove ice plant and other non-native vegetation from areas within the wetland restoration area and revegetate these areas with native vegetation suitable to transitional zones between a salt marsh and upland habitats.
- Construct culverts under all existing and future roadways that cross channels to allow for unimpeded tidal flow through the marsh.

- Seek sources of funding to allow undergrounding of existing electric transmission lines in and adjacent to the wetlands.
- Assure access by service personnel and service equipment to gas or oil wells, to observation wells, or to other facilities associated with the Southern California Gas Company gas storage field operation.

**Section 11. PHASING**

No building permit shall be issued for any building, structure or other development of property within the Specific Plan Area unless consistent with the phasing plan in the land use plan for construction of residential and commercial uses within the Specific Plan Area pursuant to the Phasing Program provisions of the Coastal Transportation Corridor Specific Plan. Such phasing plan is designed to assure that necessary infrastructure facilities (i.e., roads, water and sewers) are in place before such residential and commercial uses are occupied.

**Section 12. TIME LIMITS**

Any time limit established by this ordinance may be extended by mutual agreement between the applicant and the Director of Planning, the Planning Commission or the City Council, as the case may be.

**Section 13. APPEALS**

Any applicant, member of the City Council, the Mayor, or any other interested person adversely affected by a determination or action of the Director of Planning pursuant to this Specific Plan may appeal the determination or action to the Planning Commission and to the City Council in the manner prescribed for tentative maps in Section 17.06 of the Code.

**Section 14. POST-CERTIFICATION COASTAL DEVELOPMENT PERMIT PROCEDURES**

Ordinance No. 160,524 amending Section 12.20.2 of the Planning and Zoning Code and adding Section 12.20.2.1 thereto, pertaining to Coastal Development Permit procedures, is hereby incorporated by reference.

**Section 15. SEVERABILITY**

If any provision of this ordinance or the application thereof to any person, property or circumstances, is held invalid, the remainder of this ordinance, or the application of such provisions to other persons, property or circumstances, shall not be affected thereby.

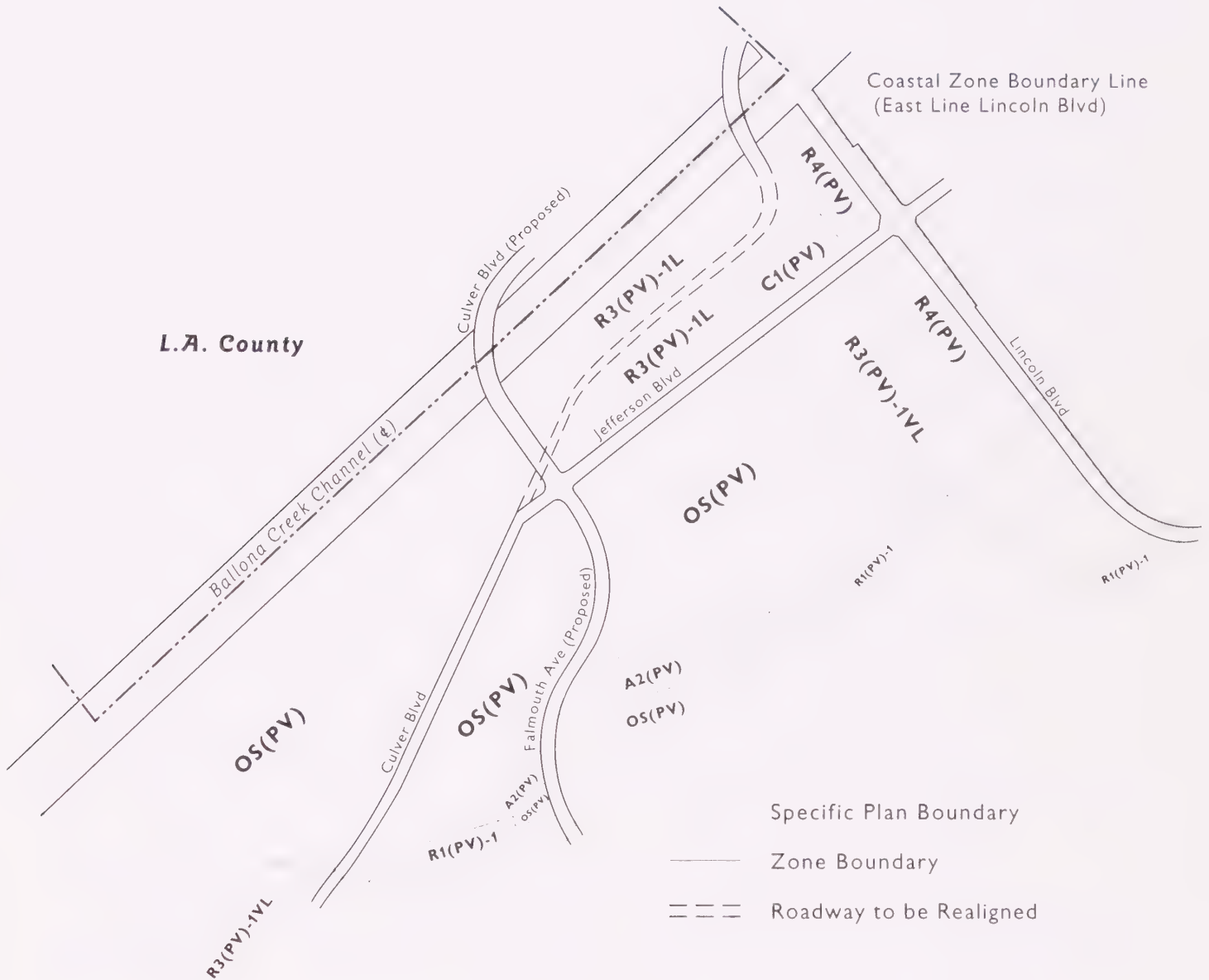
**Section 16. OWNER ACKNOWLEDGMENT OF LIMITATIONS**

The Department of Building and Safety shall issue no building permit for construction upon property within the Specific Plan Area until such time as the owner of such property has recorded with the County Recorder and submitted to the Director of Planning and the Department of Building and Safety an acknowledgment and acceptance of the contents and limitations of this ordinance.

290PVB4(071096)



# Playa Vista Specific Plan



- Specific Plan Boundary
- Zone Boundary
- Roadway to be Realigned

Note:  
Location of roadways and land use boundaries is approximate. Precise alignments and boundaries will be determined as part of the Plot Plan review and approval process.





**Part 5**

**PLAYA VISTA AREA B SPECIFIC PLAN**  
**Ordinance No. 160,521**  
**Effective December 27, 1985**  
**Amended by Ordinance No. 165,638**  
**Effective March 28, 1990**

**ADMINISTRATIVE RESPONSIBILITIES**

**Applicant**

The applicant shall apply for Plot Plan review for all projects except single-family dwellings and interior remodeling, rehabilitation and repair (7A), in addition to any subdivision application (5A). The applicant may request an advisory determination for a preliminary Plot Plan review, with the concurrence of the Director of Planning (7F). An application for Plot Plan review shall include a landscape plan (8A1), and may include a request for reduced parking (9B) and zone boundary interpretation or adjustment. (5A)

The applicant for a subdivision shall provide a site-specific geologic and soils study and, prior to new development, shall request the Bureau of Engineering to determine if oil/gas wells have been abandoned in accordance with current standards. (5F)

The applicant shall provide required low and moderate income dwelling units or, if subsidy is not available, reserve or guarantee land for such units. (5B1b)

The applicant may apply for density bonus in an amount equal to the total floor area devoted to non-profit uses. (5E12)

The applicant may apply for temporary or interim uses not specifically permitted by the Specific Plan. (4A)

The owner shall record deed restrictions or covenants in accordance with allocated development rights. (6C)

The owner shall record covenant acknowledging and accepting the contents and limitations of the Specific Plan. (16)

The applicant or other interested person adversely affected by a determination of the Director of Planning may appeal to the City Planning Commission and to the City Council. (13)

The applicant may file an application for an exception to the Specific Plan. (1)

**Southern California Gas Company**

The Gas Company shall apply for a conditional use permit for new gas company uses, and a plan approval for removal or expansion of existing uses. (5D, E)

**Department of City Planning**

The Director of Planning shall issue the determination on an application for Plot Plan review. (7)

The Director of Planning may approve reduced parking (9B) and zone boundary interpretation or adjustment (5A) in connection with Plot Plan review.

The Department of City Planning, together with the Department of Building and Safety, shall keep records on the allocation of development rights, and administer allocation to each lot within a subdivision at the time of subdivision. (6C)

**City Planning Commission**

The City Planning Commission may permit temporary or interim uses not specifically permitted under conditional use procedures, making findings as required by the Specific Plan. (4H)

The City Planning Commission shall issue the determination on an appeal of the determination of the Director of Planning on a Plot Plan. (13)

The City Planning Commission shall make a recommendation to the City Council on an application for an exception to the Specific Plan. (2)

**Department of Building and Safety**

The Department of Building and Safety, together with the Department of City Planning, shall keep records on the allocation of development rights. (6C)

**Department of Transportation/City Engineer**

The Department of Transportation and the City Engineer shall review proposed vehicular access and collector streets. (7B1b,c)

**Bureau of Engineering**

The City Engineer and the Southern California Gas Company shall jointly determine appropriate gas well setbacks from streets and new development for existing wells associated with gas storage projects. (5F2)

The Bureau of Engineering shall determine upon request of applicant that wells have been abandoned in accordance with current standards. (5F2)

**Bureau of Street Maintenance**

The Street Tree Division of the Bureau of Street Maintenance shall administer the street tree provisions of the Specific Plan. (8B)

**Los Angeles County Flood Control District**

The Los Angeles County Flood Control District shall approve a flood control plan for the Specific Plan Area. (5A)

**State Division of Oil and Gas**

The State Division of Oil and Gas shall give clearance for any oil wells that may be located on the site prior to issuance of building permits. (5F4)

**City Council**

The City Council shall approve a Habitat Management Plan for the Ballona Wetlands consistent with documents and objectives specified in the Specific Plan. (10)

The City Council shall issue the determination on an appeal of a Plot Plan determination of the City Planning Commission. (13)

The City Council shall issue the determination on an application for an exception to the Specific Plan. (2)

290PVB5(071196)







## TABLE OF CONTENTS

### **Playa Vista Area D Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

300MISC(062596)



**PLAYA VISTA AREA D SPECIFIC PLAN**  
**Ordinance No. 160,523**  
**Effective December 26, 1985**  
**Amended by Ordinance No. 170,785**  
**Effective January 13, 1996**

**SUMMARY OF PROVISIONS**

**Affected Projects**

Any building, structure or other development of property proposed to be erected, structurally altered, enlarged or maintained, not including single-family residences or remodeling, rehabilitation or repair within interior of building or structure.

**Plot Plan Review** (Design Review)

- Plot Plan review by Director of Planning required for all projects. Director of Planning may impose conditions, and make zone boundary interpretations or adjustments.
- Fees are the same as for landscape plan review (Section 19.01, LAMC).
- Applicant may request preliminary Plot Plan review, with concurrence of the Director of Planning.
- Determination of Director of Planning may be appealed to City Planning Commission and City Council.

**Playa Vista Area D Specific Plan Zones**

**R4(PV) Residential Zone:**

R4 Zone uses and yards  
C1 Zone convenience commercial uses and yards;  
90,000 sq. ft. max.

**C2(PV) Regional Mixed Use Commercial Zone:**

C2 Zone uses, with exceptions  
R5 Zone uses  
Mixed C2(PV) and R5 Zone uses  
No yard requirements

**M(PV) Industrial Zone:**

MR2, C2, M1 Zone uses  
Commercial billboards prohibited  
Airport uses as specified  
M1 Zone area requirements

**P(PV) Parking Zone:**

P Zone requirements

**M2(PV) Industrial Zone:**

M2 Zone requirements  
Commercial billboards prohibited

**Residential Regulations**

3,246 dwelling units allowed in plan area, not including any permitted low and moderate income dwelling units from Areas B and C.

Quimby dedication, or payment of fee in lieu, required for dedication and restoration of Ballona Wetlands (in Playa Vista Area B Specific Plan area), together with park and recreation space at 100 sq. ft. per dwelling unit; satisfies park and recreation requirements of Section 17.12 of the Code.

**C2(PV) Zone Floor Area Limitations**

- Mixed use development encouraged.
- Floor area for convenience commercial uses in mixed use developments, up to 50,000 sq. ft., shall not count in total permitted commercial floor area.
- Retail Commercial: 600,000 sq. ft. floor area.
- Hotels: 600 guest rooms/suites, including any constructed in the M(PV) Zone.
- Residential: See Residential Regulations.
- Office and other uses: 2,050,000 sq. ft. floor area, excluding hotels.

**Industrial/Other Use Floor Area Limitations**

- Floor area permitted in the M(PV) Zone: 2,950,000 sq. ft., excluding hotels.
- Floor area permitted in the M2(PV) Zone: 0.6 times the lot area.
- Floor area for public-serving and community uses, up to 25% of maximum floor area permitted, shall not count towards maximum allowable floor area.
- Density bonus for specified uses operated as non-profit uses

**Height of Buildings or Structures**

Except where further restricted by height district, 140-ft. height limit, except 20% of area may exceed the height of the nearest bluff; and 10% of area may exceed 240 ft.; area within 600 ft northerly of bluff top shall not exceed 140-ft. limit.



## Building Standards

- Buildings shall be designed to not cast shadows on any residential development adjacent to Specific Plan area during given hours.
- Elevations visible from adjacent major streets shall be given equal design consideration.
- Facade of parking structures shall complement adjoining structures.
- Buildings shall be designed to minimize reflective glare.
- Balconies shall be of usable dimension.
- Facade or landscaping of parking structure shall screen automobiles.
- Ventilation, heating or air conditioning equipment and appurtenances shall be screened.

## Landscape, Sign and Buffering Standards

All open areas shall be landscaped, have appropriate signs and residential uses buffered and yards compatible with adjacent uses. Landscape plan shall be prepared by a licensed landscape architect. Landscape plans shall include size and location of plant materials, proposed irrigation plan, planting schedule, etc.

Surface parking lots shall be screened from view from adjacent major public streets. 10% of surface parking shall be landscaped. Street trees shall be planted at a minimum of 1 tree per 40 feet of street frontage.

## Transportation and Traffic Standards

Vehicular access and collector streets shall be reviewed by the Department of Transportation and the City Engineer.

## Parking Space Requirements

- **Dwelling units:** 2 spaces per unit with 2 or more bedrooms; 1.5 spaces for others; plus one guest space per 4 units.
- **Office and other commercial uses:** 2.5 spaces per 1,000 sq. ft.
- **Industrial buildings:** 2 spaces per 1,000 sq. ft.
- **Mixed Use Developments:** Formulas based on total combination of uses and peak times.
- Director of Planning may reduce parking where findings are made.

## Owner Acknowledgment of Limitations

Owner shall record a covenant acknowledging and accepting the contents and limitations of the Specific Plan.

300PVD1(071096)

Part 2

**PLAYA VISTA AREA D SPECIFIC PLAN**  
**Ordinance No. 160,523**  
**Effective December 26, 1985**  
**Amended by Ordinance No. 170,785**  
**Effective January 13, 1996**

**SUBJECT INDEX**

<u><b>SUBJECT</b></u>	<u><b>PAGE</b></u>
Access, vehicular	4-7
Advisory determination	4-8
Allocation of development rights	4-6
Appeals	4-9
Ballona Wetlands	4-2
Buffering standards	4-7
Building standards	4-7
Commercial billboards	4-1
Convenience commercial	4-1
Definitions	4-1
Density	4-5
Density bonus	4-6
Design review (See also Plot Plan review)	4-7
Dwelling units	
Low income	4-5
Moderate income	4-5
Total allowable	4-5
Development rights, allocation of	4-6
Exceptions	4-1
Existing buildings, structures	4-8
Fees (See Plot Plan review)	4-8
Floor area	4-1,5
Allocation of development rights	4-6
Density bonus	4-6
Industrial	4-6
Hotel	4-5
Retail commercial	4-5
Total allowable	4-6
Uses exempt	4-5,6
Height (See also Zones)	4-6
Hotels	4-5
Industrial Zones (See Zones)	4-4,5
Landscape	4-7
Parking lots	4-7,8
Plan	4-8
Standards	4-7,8
Street trees	4-8

<u><b>SUBJECT</b></u>	<u><b>PAGE</b></u>
Office uses	4-6
Owner acknowledgment	4-9
Park and recreation space	4
Parking	4-2,9
Alternative ratios	4-9
Ratios	4-9
Parking lot landscape	4-7,8
Parking Zone: P(PV)	4-5
Playa Vista Area B Specific Plan	4-5
Playa Vista Area C Specific Plan	4-5
Plot Plan review	
Advisory determination	4-8
Buffering standards	4-7
Building standards	4-7
Conditions of approval	4-8
Existing buildings	4-8
Fees	4-8
Landscape standards	4-7,8
Mixed use development	4-5
Preliminary Plot Plan review	4-8
Procedure	4-7
Sign standards	4-7
Transportation, traffic standards	4-7
Purpose	4-1
Quimby dedication	4-2
Regional Mixed Use Commercial Zone: C2(PV)	4-2,5
Remodeling, rehabilitation, repair	4-7,8
Residential: total units allowed	4-5,6
Residential Zone - R4(PV)	4-2
Retail commercial	4-5
Screening of mechanical equipment	4-7
Severability	4-9
Signs (See also Commercial billboards)	4-1,7
Specific Plan exceptions	4-1
Subdivision regulations	4-2,8
Temporary, interim uses	4-5
Time limits	4-9
Transportation and traffic standards	4-7
Trees, street trees (See Landscape)	4-8
Yard requirements (See Zones)	4-2,4
Zone boundary interpretation, adjustment	4-2
Zones	
R4(PV) Residential	4-2
C2(PV) Regional Mixed Use Commercial	4-2,5
P(PV) Parking	4-5
M(PV) Industrial	4-4
M2(PV) Industrial	4-5

300PVD2(050696)



Part 3

**PLAYA VISTA AREA D SPECIFIC PLAN**  
**Ordinance No. 160,523**  
**Effective December 26, 1985**  
**Amended by Ordinance No. 170,785**  
**Effective January 13, 1996**

**ANNOTATED TABLE OF CONTENTS**

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
<b>Zone Regulations</b>		<b>4</b>
General Provisions	Plot Plan approval required for all projects, with exceptions.	4A
Residential Regulations	Quimby dedication for Ballona Wetlands (in Area B), with park and recreation space at 100 sq. ft. per dwelling unit.	4B
	R4(PV) Residential Zone: R4 Zone uses and yards; C1 Zone convenience commercial uses and yards.	
C2(PV) Regional Mixed Use Commercial Zone	C2, R5, or mixed C2(PV) and R5 Zone uses; no yard requirements.	4C
M(PV) Industrial Zone	MR2, C2, and M1 Zone uses; Commercial billboards prohibited; Airport uses; M1 Zone area requirements.	4D
P(PV) Parking Zone	P Zone requirements.	4E
M2(PV) Industrial Zone	M2 Zone requirements; Commercial billboards prohibited.	4F
Mixed Use Developments in the C2(PV) Zone	Floor area for convenience commercial not counted in total commercial floor area.	4G
Temporary Uses	Permitted by conditional use, with additional findings.	4H
		<b>5</b>
	<b>Density and Floor Area</b>	
	Residential Limitations	3,246 dwelling units allowed, not including low and moderate income dwelling units from Areas B or C. 5A
	C2(PV) Zone Limitations	Retail Commercial: 600,000 sq. ft. floor area. 5B
		Hotels: 600 guest rooms/suites, including those in M(PV) Zone.
		Residential: See residential limitations.
		Office and other uses: 2,050,000 sq. ft. floor area, excluding hotels.
	M(PV) Zone Limitations	Floor Area: 2,950,000 sq. ft., excluding hotels. 5C
	M2(PV) Zone Limitations	Floor Area: 0.6 times the lot area. 5D
	Allocation of Development Rights	Allocation made at time of subdivision, and covenant recorded. 5E
		Floor area for public-serving and community uses, up to 25% of maximum, shall not count towards maximum allowable floor area.
		Density bonus for specified uses operated as non-profit uses.
	<b>Height of Buildings or Structures</b>	140-ft. limit, except 20% of area may exceed height of nearest bluff and 10% of area may exceed 240 feet; may not exceed 140-ft. limit within 600 feet north of top of bluff. 6
	<b>Design Review and Standards</b>	7
	Jurisdiction	Plot Plan review required, except for single-family residences, and remodeling, rehabilitation or repair within interior of building. 7A
	Procedure and Standards	Shadows, design, colors, exterior building materials, facade of parking structures, glare, balconies, visible mechanical equipment. 7B



<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
	Open area landscaping and signs and residential uses buffered and yards compatible with adjacent uses.	
	Vehicular access and collector streets (review by Department of Transportation and the City Engineer.)	
Conditions of Approval	Director of Planning may impose conditions, make zone boundary interpretations or adjustments.	7C
Fees	See Section 19.01 I, Los Angeles Municipal Code.	7D
Advisory Determination	Applicant may request preliminary Plot Plan review.	
Application to Existing Buildings or Structures	Design review, and building, landscape and parking standards not applicable.	7F
<b>Landscape Standards</b>		8
General Requirements	Specifications for landscape plans, including surface parking lots.	8A
Street Trees	1 per 40 feet of street frontage.	8B
Other Areas		8C
<b>Parking</b>		9
<b>Time Limits</b>		10
<b>Appeals</b>		11
<b>Severability</b>		12
<b>Owner Acknowledgment of Limitations</b>	Recording of covenant required.	13

## Part 4

### PLAYA VISTA AREA D SPECIFIC PLAN

Ordinance No. 160,523

Effective December 26, 1985

Amended by Ordinance No. 170,785

Effective January 13, 1996

WHEREAS, the Westchester-Playa del Rey Community Plan provides for the development of a Specific Plan for Playa Vista Area D for the purpose of designating quantitative and qualitative standards to regulate the uses of land, the density of such uses, building heights, architectural and landscape treatment, signs, and vehicular and pedestrian circulation; and

WHEREAS, the purpose of the Playa Vista Area D Specific Plan is to promote compatible development which provides the Playa Vista area with an image and a sense of community; and

WHEREAS, in order to assure that development proceeds in an orderly fashion and in conformance with the General Plan of the City of Los Angeles, it is necessary to adopt the following Specific Plan;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

#### Section 1. ESTABLISHMENT OF SPECIFIC PLAN

The City Council hereby establishes this Specific Plan applicable to that area of the City of Los Angeles shown within the heavy lines on the Map in Figure 1.

This Specific Plan is intended to provide, together with the regulations set forth in Chapter 1 of the Code, regulatory controls and incentives for the systematic execution of that portion of the Community Plan which includes said area and to provide for public needs, convenience and general welfare as the development of such area necessitates. Such regulations limit the density of land use to that which can be accommodated under existing and presently planned public street improvements and transportation programs which impact the area covered by this Specific Plan.

#### Section 2. RELATIONSHIP TO OTHER PROVISIONS OF CHAPTER 1 OF THE MUNICIPAL CODE OF THE CITY OF LOS ANGELES

The regulations of this Specific plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Code and do not convey any rights not otherwise granted under the provisions contained in said Chapter, except as specifically provided for herein. Wherever this Specific Plan contains provisions different from or in conflict with provisions contained elsewhere in Chapter 1, this Specific Plan shall supercede such

other provisions. Procedures for the granting of exceptions to the requirements of this Specific Plan are established in Section 11.5.7 D of the Code.

#### Section 3. DEFINITIONS

Whenever the following terms are used in this ordinance with the first letter or letters capitalized, they shall have the meaning specified below unless the context clearly indicates to the contrary.

**Code** shall mean the Municipal Code of the City of Los Angeles.

**Commercial Billboard** shall mean a sign which directs attention to a business, product, or service sold or offered or existing elsewhere than upon the site where such sign is located and which either expressly or implicitly invites a commercial transaction.

**Convenience Commercial** shall mean a commercial area or uses designed to satisfy the needs of the surrounding residential community.

**Floor Area** shall mean the total of the gross area of the floor surfaces within the exterior wall of the building, not including space devoted to stairwells, basement storage, required corridors, public restrooms, elevator shafts, light courts, vehicle parking and areas incident thereto, mechanical equipment incidental to the operation of such building, and covered public pedestrian circulation areas, including atriums, lobbies, plazas, patios, decks, arcades and similar areas, except such public circulation areas or portions thereof that are used solely for commercial purposes.

**Map** shall mean the Map contained in Figure 1 of this ordinance.

**Mixed Use Development** shall mean any development within the Specific Plan Area which contains in an initial phase or by reason of any subsequent phase of development any combination of the following uses: office, retail, residential, hotel, entertainment, restaurant/lounge, recreation, cultural or other public uses. Such uses may be located in a single building or in separate buildings. Such uses and such separate buildings may also be under single or multiple ownerships.

**Plot Plan** shall mean a document or documents which pictorially describe, by means of professionally accepted architectural graphic techniques, the location, appearance, configuration and dimensions of any proposed buildings, structures and attendant site improvements including, but not limited to, landscaping and Signs, and any public or private easements.

**Sign** shall mean any display, board, screen, object or part thereof used to announce, declare, demonstrate, display, identify or otherwise advertise and attract the attention of the public, including signs identifying services or products available on the premises or identifying the occupant or premises.

**Specific Plan Area** shall mean that area shown within the heavy lines on the Map in Figure 1.

## Section 4. ZONE REGULATIONS

### A. General Provisions

Section 12.04 of the Code is hereby amended by adding to the Zoning Map, which is incorporated in and made a part of Article 2 of Chapter 1 of the Code, the zones and zone boundaries shown upon the Map in Figure 1, so that the portion of the Zoning Map covering the Specific Plan Area shall be as designated on the Map. The zone boundaries shown upon the Map are approximate, and zone boundary interpretations or adjustments may be made as part of the Plot Plan review and approval process under Section 7 of this ordinance when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses, and/or when necessary to ensure that such zone boundaries precisely coincide with future street, alley or lot lines. Notwithstanding any provision of Article 2 of Chapter 1 of the Code to the contrary, every lot within the Specific Plan Area shall conform to the requirements set forth in this Section 4. Except as provided in Section 7 of this ordinance, no building, structure or land within the Specific Plan Area shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained within the Specific Plan Area without Plot Plan approval as provided in said Section 7 having been first obtained. The Plot Plan approval process set forth in said Section 7 shall be in addition to, and not in lieu of, any subdivision proceeding, including public hearings as required therein, involving the property for which Plot Plan approval is requested.

### B. Residential Regulations

#### 1. General Provisions

##### a. Quimby Dedication Requirements

- i) The dedication and restoration of the Ballona Wetlands as defined and set forth in Section 10 of Ordinance No. 165,638 (Playa Vista Area B Specific Plan), together with the park or recreational space required to be provided under Subsection (ii) below, are hereby found to satisfy the requirements of Section 17.12 of the Code for dedication of real property for park and recreational purposes, or for the payment of a fee in lieu thereof, in connection with the construction or development of any and all dwelling units within the Specific Plan Area. Subdivision maps for residential or condominium purposes are hereby authorized to be recorded without any further compliance with Section 17.12 of the Code.
- ii) Park or recreation space in an amount equal to 100 square feet per dwelling unit within the Specific Plan Area shall be provided to meet the recreation needs of the future residents. Park or recreation space provided anywhere within the Specific Plan Area shall satisfy the foregoing requirement for any particular

residential development provided that such space will be accessible to the residents of such development. Such space may include common open spaces, central organizing elements or features within the Specific Plan Area, and storm water retention areas which are usable for recreation purposes.

#### 2. R4(PV) Residential Zone

Subject to the applicable limitations and provisions of Section 5 of this ordinance, the requirements of the R4 Zone, as modified by the provisions herein, shall apply on all lots zoned R4(PV) within the Specific Plan Area.

- a. **Use.** No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except for (i) those uses permitted in the R4 Zone including conditional uses enumerated in Section 12.24 of the Code when the location is approved pursuant to the provisions of such Section and (ii) Convenience Commercial uses permitted in the C1 Zone or the accessory uses listed below provided that such uses do not exceed 90,000 square feet of Floor Area (excluding covered tennis, racquetball or squash courts) and that the lot or lots on which such uses are located have access from a major or secondary highway:

- 1) Athletic, racquet or health club
- 2) Recreation center
- 3) Community center, privately operated
- 4) Swimming pool, commercial
- 5) Medical offices
- 6) Other uses or facilities similar to those listed above when determined as provided for in Section 12.21 A 2 of the Code.

- b. **Yard Requirements.** Except as may be permitted by Plot Plan approval pursuant to Section 7 of this ordinance, yard requirements of the R4 Zone shall apply to all uses permitted in the R4 Zone, and yard requirements of the C1 Zone shall apply to permitted Convenience Commercial uses and to the accessory uses listed above.

#### C. C2(PV) Regional Mixed Use Commercial Zone

Subject to the applicable limitations and provisions of Section 5 of this ordinance, the requirements of the C2 Zone, as modified by the provisions herein, shall apply on all lots zoned C2(PV) within the Specific Plan Area.



1. **Use.** No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except for (i) those uses permitted in the C2 Zone, including conditional uses enumerated in Section 12.24 of the Code when the location is approved pursuant to the provisions of such Section, (ii) those uses permitted in the R5 Zone, and (iii) any combination of uses permitted in the R5 Zone and commercial uses permitted in the C2 Zone. Notwithstanding the foregoing, the following uses shall be prohibited:

Adult arcade

Appliance repair (except as strictly a service for new articles sold at retail on the premises).

Archery range

Automobile painting (except when incidental to an authorized agency dealing in new automobiles)

Automobile sales area (except as incidental to an authorized agency dealing in new automobiles and located on same or contiguous lot)

Auto ride amusement

Automobile repair garage (except when conducted in conjunction with an authorized agency dealing in new automobiles and on the same premises)

Automobile storage area (except as incidental to an authorized agency dealing in new automobiles and located on same or contiguous lot)

Awning store or shop

Baseball park

Baseball batting range

Battery store or shop

Billiard hall or parlor

Boats for hire

Body and fender repairing (except when conducted in conjunction with an authorized agency dealing in new automobiles)

Boxing arena

Building materials, retail sale of (except when incident to retail hardware store)

Calibration and repair service shops for precision instruments and small metal objects

Carnival, transient

Carousel

Carpenter shop

Church, temporary revival

Circus, transient

Cleaning establishment, self-service

Clothing store, secondhand

Commercial billboard

Compressed natural gas refueling station

Concession, beach

Contractors' establishment (except as strictly an office use)

Diaper supply service

Electric motor repair (except as strictly a service for new articles sold at retail on the premises)

Fairgrounds, public

Feed store

Ferris wheel

Fire sale

Football stadium

Frozen food locker plant

Fuel store

Fun house

Furniture cleaning (except as strictly a service for new articles sold at retail on the premises)

Garden equipment rental

Handyman shop

Horse show

Household appliance repair (except as strictly a service for new articles sold at retail on the premises)

Household goods storage

Hug ball

Ice storage house

Laundry or cleaning establishment, self-service type



Lumber store

Magazine business, secondhand

Merry-go-round

Pawnshop

Pest or insect control business

Plumbing shop

Pony riding ring

Refrigeration equipment installation and service (except as strictly a service for new articles sold at retail on the premises)

Repair shop (except as strictly a service for new articles sold at retail on the premises)

Safe and vault repair and servicing (except as strictly a service for new articles sold at retail on the premises)

Sanitarium

Scenic railway

Secondhand store (other than Antique shops, Art galleries, Book dealers, Postage stamp and Coin stores; see Z.A.I. Case No. 2472)

Sheet metal shop

Shooting gallery

Side show, circus

Special care home

Sports arena

Storage building for household goods

Strip tease show

Tattoo studio

Taxi dance hall

Tinsmith shop

Termite or pest control business

Tire shop

Tractor ride amusement

Trailer sales area (except as incidental to an authorized agency dealing in new trailers and located on same or contiguous lot)

Transfer business

Traveling theatrical performances (under canvas)

Used car lot (except as incidental to an authorized agency dealing in new automobiles and located on same or contiguous lot)

Venetian blinds, laundering, servicing and repairing of (except as strictly a service of new articles sold principally at retail)

Window and exhibit booth displays, designing, fabricating and fashioning of

Woodworking equipment rental shop

Wrestling arena

## 2. Yard requirements.

No yards shall be required.

## D. M(PV) Industrial Zone

The following requirements shall apply to all lots zoned M(PV) within the Specific Plan Area:

1. **Use.** No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except for the following uses:
  - a. Any use permitted in the MR2 Zone other than Commercial Billboards which shall be prohibited.
  - b. Any commercial use permitted in the C2 Zone other than Commercial Billboards which shall be prohibited.
  - c. Any industrial use permitted in the M1 Zone which is not otherwise permitted under Subsection A above.
  - d. Electric power co-generating facility.
  - e. Engine testing subject to the same limitations applicable to such use in the M2 Zone.
  - f. Conditional uses enumerated in Section 12.24 B 1 of the Code when approved pursuant to the provisions of Section 12.24 B of the Code.
  - g. Other uses similar to the above, as provided in Section 12.21 A 2 of the Code as determined by the Zoning Administrator, but not including uses which are or may become obnoxious or offensive by reason of emission of odor, dust, smoke, noise, gas, fumes, cinders, vibrations, refuse matter or water-carried waste.

- h. Uses customarily incident to any of the above uses and accessory buildings when located on the same lot.
- i. Airport, aircraft landing field and heliport facilities and operations authorized as of the effective date of this ordinance under Airport Permit No. 19-21 issued by the Department of Transportation for the State of California.

2. **Area Requirements.** Area requirements of the M1 Zone shall apply.

**E. P(PV) Parking Zone**

The requirements of the P Zone shall apply on all lots zoned P(PV) within the Specific Plan Area.

**F. M2(PV) Industrial Zone**

The requirements of the M2 Zone shall apply on all lots zoned M2(PV) within the Specific Plan Area, except that Commercial Billboards shall be prohibited.

**G. Mixed Use Developments in the C2(PV) Zone**

It is the intent of this Specific Plan to implement a "primary center," as described in the City's Centers Definition Report, within the C2(PV) Zone with its focus between Bay Street and Lincoln Boulevard; to encourage Mixed Use Developments within such zone to create an intensive, lively urban environment; to maximize development intensity in order to take advantage of the accessibility offered by transportation facilities; to encourage innovative design and integration of residential and commercial uses in order to provide alternative housing styles and a mix of retail, entertainment, residential, commercial recreation and cultural uses. Consistent with the complex urban character of the C2(PV) Zone, it is intended that Plot Plan review of Mixed Use Developments emphasize the flexible application of the provisions of this ordinance governing design standards, landscaping, signage, lighting and parking. In order to encourage the provision of Convenience Commercial uses within Mixed Use Developments, the total Floor Area devoted to such uses shall not count toward the densities allowable under Section 5B of this ordinance, provided that such areas are accessible from adjacent public sidewalks or publicly accessible walkways, plazas or courts and that the total Floor Area of such areas does not exceed 50,000 square feet.

**H. Temporary Uses**

Temporary or interim uses not specifically permitted by this Specific Plan may be permitted provided a conditional use permit is obtained pursuant to the provisions of Section 12.24 B of the Code. Such conditional use permits for temporary or interim uses will be valid for a term of not longer than 15 years. A Plot Plan covering the temporary or interim use shall be submitted with the conditional use application. In addition to the findings required under

Section 12.24 B, the Planning Commission shall make the following findings:

1. The subject parcel on which such temporary or interim use is to be located is not scheduled for ultimate planned development within the temporary use time period;
2. Adjacent scheduled or existing development will not be adversely impacted by the temporary or interim use; and
3. Adequate guarantees for removal and discontinuance of the temporary or interim use have been provided.

The temporary or interim use must be acknowledged in any leases, deeds or licenses applicable thereto, subject to the provisions thereof, and may be removed or discontinued at any time by the landowner. A Plot Plan covering the temporary or interim use shall be submitted with the conditional use application.

**Section 5. DENSITY AND FLOOR AREA**

**A. Residential Limitations**

Notwithstanding the provisions of Section 12.11 C 4 of the Code to the contrary, the total allowable dwelling units within the Specific Plan Area shall not exceed 3,246 dwelling units. Excluded from the foregoing limitation shall be any Low and Moderate Income Dwelling Units, as defined in Ordinance No. 165,638 (Playa Vista Area B Specific Plan) and Ordinance No. 165,639 (Playa Vista Area C Specific Plan) which are required to be constructed under said ordinances but which are located within the Specific Plan Area.

**B. C2(PV) Zone Limitations**

Within the portion of the Specific Plan Area zoned C2(PV) the following limitations on density and total Floor Area shall apply:

**1. Retail Commercial**

The total Floor Area shall not exceed 600,000 square feet (including all square footage devoted to Convenience Commercial uses or accessory uses listed in Section 4B2 of this Ordinance which are located in the R4(PV) Zone, but excluding uses and areas ancillary to hotels such as restaurants, retail shops, ballrooms, meeting rooms and other similar places or assembly).

**2. Hotels**

The total guest rooms or suites of rooms shall not exceed 600, including all hotel rooms or suites of rooms constructed within the M(PV) Zone.

### 3. Residential Units

Notwithstanding the provisions of Section 12.11 C 4 or Section 12.12 C 4 of the Code to the contrary, the total allowable residential dwelling units within the portion of the Specific Plan Area zoned C2(PV) together with all dwelling units constructed within the portion of the Specific Plan Area zoned R4(PV), shall not exceed the maximum number of dwelling units allowed under Subsection A of this Section 5.

### 4. Office and Other Permitted Uses

The total Floor Area for all other uses permitted within the C2(PV) Zone, excluding hotels and uses and areas ancillary to hotels such as restaurants, retail shops, ballroom, meeting rooms or other similar place of assembly, shall not exceed 2,050,000 square feet.

### C. M(PV) Zone Limitations

The total Floor Area of all buildings within the M(PV) Zone shall not exceed 2,950,000 square feet (excluding hotels and uses and areas ancillary thereto, such as restaurants, retail shops, ballrooms, meeting rooms and other similar places of assembly).

### D. M2(PV) Zone Limitations

The total Floor Area within all buildings located on any lot zoned M2(PV) shall not exceed 0.6 times the lot area of such lot, as defined in Section 12.03 of the Code.

### E. Allocation of Development Rights

The cumulative totals of Floor Area utilized within each zoning category described in Section 4 of this ordinance above shall be maintained by the Departments of Planning and Building and Safety. Allocation of development rights to each lot within a subdivision shall be made at the time of subdivision, and prior to the recordation of a Final Map. Deed restrictions or covenants running with the land shall be recorded to limit development in accordance with such allocated development rights and in conformity with Section 5 of this Ordinance. Notwithstanding anything in this Specific Plan to the contrary, the total Floor Area devoted to the following kinds of uses within the Specific Plan shall not count towards the maximum Floor Area allowable under Sections 5A, 5B, 5C or 5D of this Ordinance, provided however that the total Floor Area of such uses shall not exceed 25% of the total Floor Area allowed within the Specific Plan Area:

1. Museums and art galleries
2. Libraries
3. Fire stations
4. U.S. postal facilities

5. City of Los Angeles police facilities

6. Churches and synagogues

7. Community centers

8. Civic center and government offices

9. Schools, elementary, junior and high, public or private (not including universities)

10. Concert halls and performing arts facilities (not including cinemas)

11. Health care facilities

12. Other public-serving and community uses and facilities similar to those listed above, when determined as provided in Section 12.21 A 2 of the Code.

A density bonus in an amount equal to the total Floor Area devoted to the above-listed uses, when such uses are operated on a non-profit basis, shall be granted as an addition to the maximum Floor Area otherwise permitted under Section 5B4 of this ordinance.

## Section 6. HEIGHT OF BUILDINGS OR STRUCTURES

No building shall be erected, enlarged or maintained which exceeds the height limits hereinafter specified. Notwithstanding such height limits, development within the Specific Plan Area shall be subject to the applicable density and Floor Area limitations set forth in Section 5 of the ordinance.

- A. Except as provided in Subsections B and C below, in all portions of the Specific Plan Area no buildings or structures may exceed 140 feet above mean sea level as measured by a licensed surveyor and approved by the Department of Building and Safety.
- B. Within the entire Specific Plan Area, buildings or structures on a limited number of lots may exceed the height of the nearest bluff. The total area of all such lots shall not exceed twenty percent (20%) of the total area of the Specific Plan Area. For such lots, no buildings or structures shall exceed two-hundred forty (240) feet above grade.
- C. Within the entire Specific Plan Area, buildings or structures on a limited number of lots may exceed two-hundred forty (240) feet above grade. The total area of all such lots shall not exceed ten percent (10%) of the total area of the Specific Plan Area. For such lots, no buildings or structures shall exceed the maximum height allowed under Part 77 of the Code of Federal Regulations. The lots affected by this Subsection B shall be separate and distinct from the lots affected by Subsection A above.
- D. Notwithstanding anything in the foregoing exceptions to the contrary, in that portion of the Specific Plan Area located southerly of a line which is 600 feet northerly of the top of the bluff, no buildings or structures, or any part thereof,



including rooftop equipment and skylights, may exceed 140 feet above mean sea level as measured by a licensed surveyor and approved by the Department of Building and Safety. The precise location of such line for the purpose of this Specific Plan shall be the line established on the Map in Figure 2 of this ordinance and verified by the City Engineer. Once such line is established, it shall not be subject to change due to future erosion or earth movement.

## **Section 7. DESIGN REVIEW AND STANDARDS**

The purpose of this Section is to provide standards and a process for review and approval of Plot Plans for all buildings, structures and attendant site improvements proposed for construction within the Specific Plan Area.

### **A. Jurisdiction**

No building permit shall be issued for any building, structure or other development of property, including any transit facilities, unless a Plot Plan for such building, structure or development has been reviewed and approved by the Director of Planning. The foregoing requirement shall not apply to building permits for single-family residences or for remodeling, rehabilitation or repair work solely within the interior of a building or structure.

### **B. Procedure**

Upon the filing of a Plot Plan, the Director of Planning shall, within 30 days of such filing, approve the Plot Plan if such Plot Plan complies with the following standards:

#### **1. Building Standards**

- a. All proposed buildings or structures shall conform to all applicable provisions contained within this Specific Plan.
- b. All proposed buildings shall be designed so as not to cast shadows on any residential development adjacent to the Specific Plan Area between the hours of 9 a.m. and 3 p.m. at the spring equinox.
- c. The design of all proposed buildings or structures shall be applied with equal consideration to all elevations visible from adjacent major public streets, plazas or pedestrian walkways.
- d. Colors and types of exterior building materials and the facade of any parking structure shall be designed so that they reasonably complement the exterior of adjoining structures.
- e. All proposed buildings or structures shall be designed to minimize adverse effects of reflective glare.
- f. Any balconies shall be of usable dimension.

- g. The facade or landscaping of any parking structure shall be designed in a manner which substantially screens automobiles contained therein when viewed from adjacent major public streets, plazas or pedestrian walkways.
- h. All proposed buildings or structures shall be designed in such a fashion so that all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances are adequately screened when viewed from adjacent major public streets, plazas or pedestrian walkways, unless such appurtenances have been employed as an integral and harmonious component in the design.

#### **2. Landscape, Sign and Buffering Standards**

- a. All open areas (including any roof of any subterranean parking building or structure) not utilized for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped.
- b. All proposed Signs shall be appropriate given their proposed location, size and purpose.
- c. Residential uses shall be reasonably buffered from commercial or industrial uses where such uses contain sources of noise, odor or other nuisance or hazard not compatible with such residential development.
- d. Any proposed yard which is less than would otherwise be required under this ordinance is compatible with adjacent buildings, structures and uses.
- e. The proposed development conforms to the standards set forth in Section 8 of this Ordinance.

#### **3. Transportation and Traffic Standards**

- a. Vehicular access to the proposed buildings or structures from divided major or major arterials shall only be from intersecting public roadways or private roadways approved by the Department of Transportation and the City Engineer.
- b. Vehicular access from divided major or major arterials to driveways shall be prohibited except as approved by the Department of Transportation and the City Engineer.
- c. Collector streets serving the proposed development shall intersect the arterial system within the Specific Plan Area in a manner to facilitate the safe and efficient flow of traffic, as approved by the Department of Transportation and the City Engineer.



- d. The proposed development shall comply with the provisions of the Coastal Transportation Corridor Specific Plan in effect as of the date of approval of the Plot Plan by the Director of Planning.

If the Director of Planning fails to act on a request for Plan approval within the time limit specified in this Subsection B, the Plot Plan shall be deemed approved. Any prior findings or determinations of compliance, conformity or consistency with any of the above-listed standards, or portions thereof, made by the City in connection with the approval of a subdivision which includes the property for which Plot Plan approval is requested, shall be binding on such Plot Plan approval, and vice versa.

#### C. Conditions of Approval

In approving a Plot Plan, the Director of Planning may impose reasonable conditions deemed necessary to ensure that the Plot Plan will be in accord with the design standards set forth in Sections 7B, 8 and 9 of this ordinance and may make such zone boundary interpretations or adjustments as may be necessary when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses, and/or to ensure that the affected zone boundaries precisely coincide with street, alley or lot lines.

#### D. Fees

Fees for filing of any required Plot Plans shall be the same as those for approval of an application required for a landscaping plan, as established in Section 19.01 I of the Code.

#### E. Advisory Determination

An applicant may request a preliminary Plot Plan review for an advisory non-binding determination of compliance with the provisions contained in this Specific Plan, when such applicant determines, with the concurrence of the Director of Planning, that such applicant's project, because of its size or complexity, requires a preliminary determination of compliance before proceeding with more detailed design.

#### F. Application to Existing Buildings or Structures

Notwithstanding anything herein to the contrary, the requirements of Sections 7, 8 and 9 shall not be applicable to repairs or alterations, including structural alterations, which do not involve an addition to or enlargement of buildings or structures which existed within the Specific Plan Area upon the effective date of this ordinance. No condition may be imposed on a Plot Plan approval for any new building or structure within the Specific Plan Area where such condition would require any such existing building or structure to meet the requirements set forth in Sections 7, 8 or 9 of this ordinance. No condition may be imposed on a Plot Plan approval for any addition to or enlargement of any such existing building or structure where the use thereof conforms to the regulations of the

Zone in which it is located and where such condition would require any such existing building or structure to meet the requirements set forth in Sections 7, 8 or 9 of this ordinance.

### Section 8. LANDSCAPE STANDARDS

The purpose of this Section is to establish landscape standards that will promote an attractive setting throughout the Specific Plan Area. More specifically, the standards are intended to provide for a neat and well maintained appearance in areas not covered by buildings or parking.

#### A. General Requirements

The erection of any structure, or the enlargement of any existing structure after the effective date of this ordinance shall conform to the following requirements:

1. A landscape plan prepared by a licensed landscape architect shall be submitted as part of a Plot Plan for review under Section 7 of this ordinance.
2. Landscape plans shall include the approximate size and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule.
3. Surface parking lots shall be screened from view from adjacent major public streets, plazas and pedestrian walkways by the use of berms, landscaping and/or walls or other architectural devices.
4. Minimum landscaped areas of surface parking lots shall be 10 percent.

#### B. Street Trees

1. Street trees appropriate to the location and approved by the Street Tree Division of the Bureau of Street Maintenance shall be planted at a minimum ratio of one for every 40 lineal feet of street frontage.
2. Street trees shall be in a minimum 15-gallon container and 8 feet in height at the time of planting.

#### C. Other Landscaped Areas

1. On landscaped portions of individual sites, tree types shall be selected on the basis of attractiveness, hardiness and suitability for the local environment.
2. Ground cover and lawn areas shall be planted and maintained to achieve complete coverage of landscaped areas.
3. Rear and side yards visible from adjacent streets or major public plazas or walkways shall be landscaped with plant materials that complement those used at the front of a building or structure.

4. Wherever such rear or side yard areas provide secondary access to buildings or structures, such entrances shall be landscaped in an attractive manner.
5. No artificial plants shall be permitted.

## Section 9. PARKING

The purpose of this Section is to provide regulatory standards pertaining to the off-street parking of motor vehicles. Except as provided in this ordinance, the provisions of Section 12.21 A 4 of the Code shall apply to property within the Specific Plan Area.

### A. Parking Space Requirements

1. For **dwelling units**, there shall be at least two parking spaces provided for each dwelling unit with two or more bedrooms and one and one-half parking spaces for each studio, efficiency and one-bedroom unit. In addition, there shall be at least one parking space provided for each four dwelling units which shall be reserved for, and accessible to, visitors and guests.
2. For office and other commercial uses, there shall be at least two and one-half parking spaces provided for each 1,000 square feet of Floor Area.
3. For **industrial buildings**, there shall be at least two parking spaces provided for each 1,000 square feet of Floor Area.
4. For **Mixed Use Developments** within the Specific Plan Area, determination of parking requirements shall be made by determining the required number of parking spaces for each individual use within such Mixed Use Developments that would otherwise be required by Section 9B of this ordinance or, for uses not covered by this ordinance, the Code, and by then applying the formulas listed below. The resulting parking requirements for such Mixed use Developments shall be the greatest number of parking spaces resulting from the application of each of the formulas for the critical peak-hour periods of 10:00 a.m., 12:00 noon, and 7:00 p.m. Other uses not accounted for in the formulas below may be added at the approval of the Director of Planning.

10:00 a.m. 100% Office + 40% Hotel Guest Room + 20% Hotel Restaurant + 40% Hotel Meeting Room + 50% Retail + 20% Other Restaurant + 10% Theater + 10% Church/Auditorium, etc.

12:00 Noon 92% Office + 30% Hotel Guest Room + 100% Hotel Restaurant + 75% Hotel Meeting Room + 100% Retail + 65% Other Restaurant + 10% Theater + 10% Church/Auditorium, etc.

7:00 p.m. 5% Office + 100% Hotel Guest Room + 100% Hotel Restaurant + 100% Hotel Meeting Room + 80% Retail + 100% Other Restaurant + 100% Theater + 20% Church/Auditorium, etc.

### B. Alternative Requirements

Notwithstanding anything in the Code or this ordinance to the contrary, parking requirements may be reduced below those specified in Section 9A of this ordinance or the Code, if the Director of Planning finds, in connection with the Director's review and approval of a Plot Plan as provided in Section 7 of this Ordinance, that such reduction is justified based on substantial evidence, including, but not limited to, a parking demand analysis (demonstrating that parking needs for certain uses or combination of uses is less than the number of parking spaces which would otherwise be required for such uses) and/or measures (such as Transportation Demand Management programs) implemented (individually or in conjunction with owners and/or tenants of other projects) or to be implemented by owners and/or tenants of the project covered by such Plot Plan to reduce traffic to and from, and therefore parking at, such project.

## Section 10. TIME LIMITS

Any time limit established by this ordinance may be extended by mutual agreement between the applicant and the Director of Planning, the Planning Commission or the City Council, as the case may be.

## Section 11. APPEALS

Any applicant, member of the City Council, the Mayor, or any other interested person adversely affected by a determination or action of the Director of Planning pursuant to this Specific Plan may appeal the determination or action to the Planning Commission and to the City Council in the manner prescribed for tentative maps in Section 17.06 of the Code.

## Section 12. SEVERABILITY

If any provision of this ordinance or the application thereof to any person, property or circumstances, is held invalid, the remainder of this ordinance or the application of such provisions to other persons, property or circumstances shall not be affected thereby.

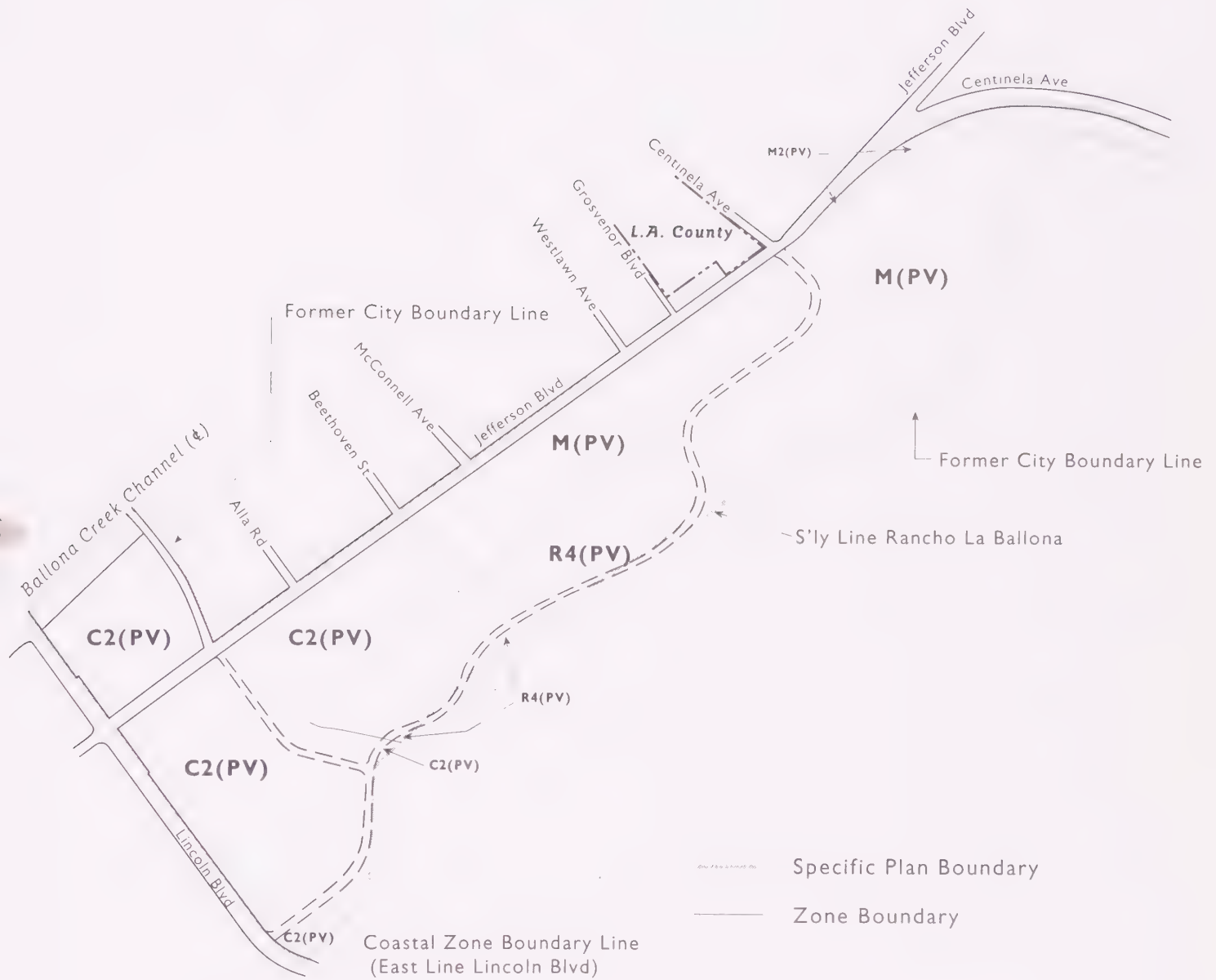
## Section 13. OWNER ACKNOWLEDGMENT OF LIMITATIONS

The Department of Building and Safety shall issue no building permit for construction upon property within the Specific Plan Area until such time as the owner of such property has recorded with the County Recorder and submitted to the Director of Planning and the Department of Building and Safety an acknowledgment and acceptance of the contents and limitations of this ordinance.

300PVD4(071196)



# Playa Vista Specific Plan



## Note:

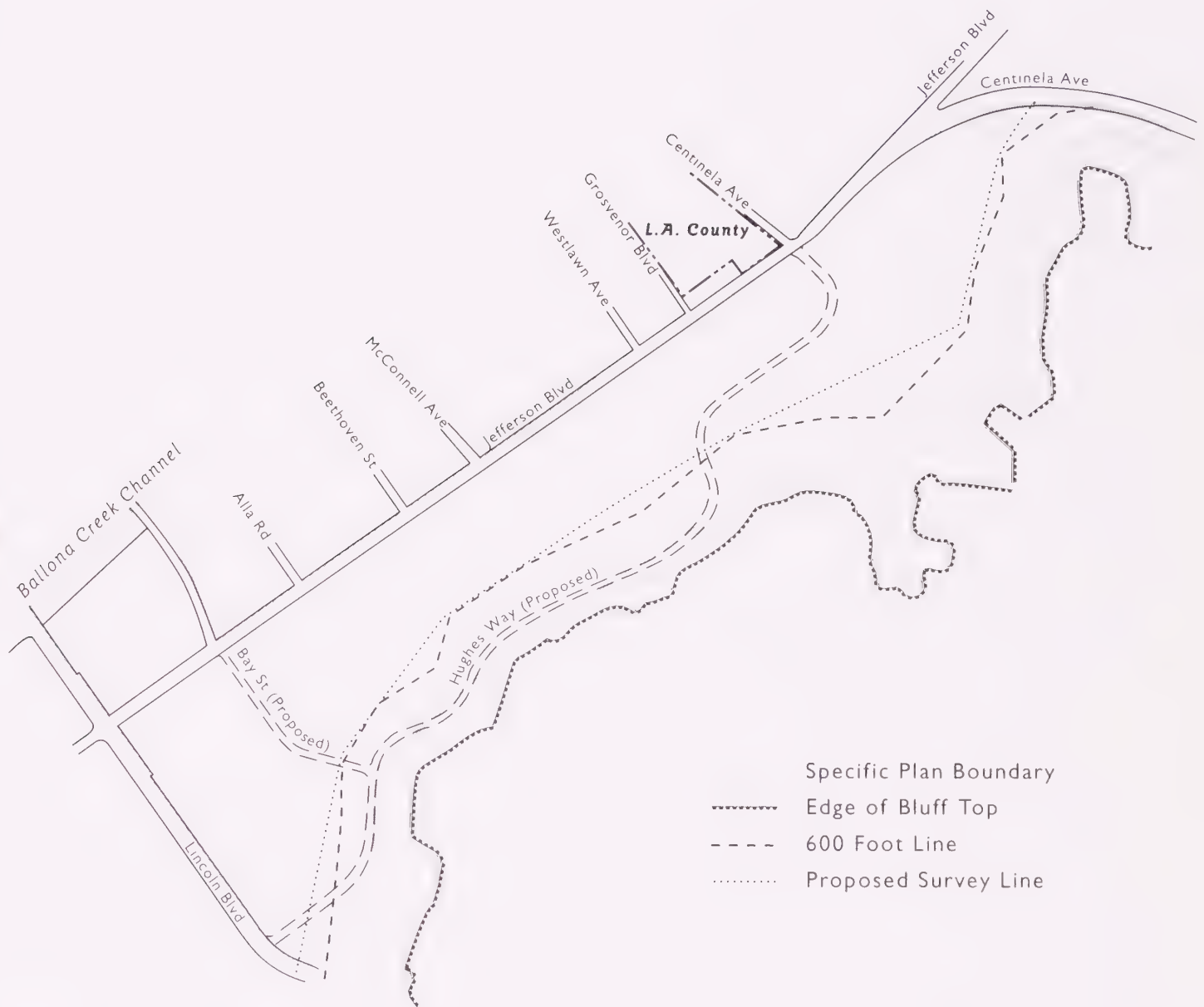
Location of roadways and land use boundaries is approximate. Precise alignments and boundaries will be determined as part of the Plot Plan review and approval process.

**Figure 1**  
**Area D**





# Playa Vista Specific Plan



**Figure 2**  
**Area D**



**Part 5**

**PLAYA VISTA AREA D SPECIFIC PLAN  
Ordinance No. 160,523  
Effective December 26, 1985  
Amended by Ordinance No. 170,785  
Effective January 13, 1996**

**ADMINISTRATIVE RESPONSIBILITIES**

**Applicant**

The applicant shall apply for Plot Plan review (7A), in addition to any subdivision application (4A). The applicant may request an advisory determination for a preliminary Plot Plan review, with the concurrence of the Director of Planning (7E). An application for Plot Plan review shall include a landscape plan (8A), and may include a request for reduced parking (9B) and zone boundary interpretation or adjustment (4A, 7C).

The applicant may apply for density bonus equal to the total floor area for non-profit uses. (5E)

The applicant may apply for temporary or interim uses not permitted by the Specific Plan. (4A)

The applicant shall record deed restrictions or covenants to limit development in accordance with development rights for a subdivision. (5E)

The owner shall record a covenant acknowledging and accepting the contents and limitations of the Specific Plan.

The applicant or any other interested person adversely affected by a Plot Plan determination of the Director of Planning may appeal to the City Planning Commission and to the City Council. (11)

The applicant may file an application for an exception to the Specific Plan. (2)

**Department of City Planning**

The Director of Planning shall issue the determination on an application for Plot Plan review. (7)

The Department of City Planning, together with the Department of Building and Safety, shall keep records on the allocation of development rights, and administer allocation to each lot within a subdivision at the time of subdivision. (5E)

**Department of Building and Safety**

The Department of Building and Safety shall administer the height limitations in that portion of the Specific Plan area as shown on Figure 2. (6D)

The Department of Building and Safety, together with the Department of City Planning, shall keep records on the allocation of development rights. (5E)

**City Planning Commission**

The City Planning Commission may permit temporary or interim uses, making findings as required by the Specific Plan. (4H)

The City Planning Commission shall issue the determination on an appeal of a Plot Plan determination of the Director of Planning. (11)

The City Planning Commission shall make a recommendation to the City Council on an application for an exception to the Specific Plan. (2)

**Department of Transportation/City Engineer**

The Department of Transportation and the City Engineer shall review proposed vehicular access and collector streets. (7B3)

**Bureau of Street Maintenance**

The Street Tree Division of the Bureau of Street Maintenance shall administer the street tree provisions of the Specific Plan. (8B)

**City Council**

The City Council shall issue the determination on an appeal of a Plot Plan determination of the City Planning Commission. (11)

The City Council shall issue the determination on an application for an exception to the Specific Plan. (2)

300PVD5(071096)









## TABLE OF CONTENTS

### **Los Angeles Airport/El Segundo Dunes Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities





## Part 1

### LOS ANGELES AIRPORT/EL SEGUNDO DUNES SPECIFIC PLAN

Ordinance No. 167,940  
Effective June 28, 1992

#### SUMMARY OF PROVISIONS

##### Purposes

- To restore and preserve the natural ecology of the Dunes and its native dune-dependent species.
- To provide for active recreation in the form of a public golf course and related facilities, consistent with the preservation of the Dunes ecology.
- To provide for passive recreation in the form of paths, a visitor center, and viewing areas that will give visitors an opportunity to learn about sand dune ecology and to observe both airfield activities and the scenic beauty of the ocean and the Dunes.
- To serve as the City's Local Coastal Program for this area.

##### Prohibitions

- No building permit or certificate of occupancy shall be issued until the Director of Planning has determined that the application conforms to the provisions of the Specific Plan and that the project has obtained a Coastal Development Permit.

##### Land Use

- A Dunes Habitat Preserve of approximately 200 acres.
- A public golf course of approximately 100 acres which may include:
  1. A one-acre visitor center featuring interpretive materials on Dunes ecology.
  2. One or more view sites with benches and/or picnic tables.
  3. A composting facility to compost green wastes from the golf course.
  4. Parking consistent with coastal standards for visitor and recreational uses.
  5. Bikepaths and walking trails

##### Administrative Responsibilities

###### Dunes Habitat Preserve:

- Executive Director of Department of Airports, Board of Airport Commissioners and General Manager of the Department of Environmental Affairs shall be responsible for preparation of a report on the program for restoration, operation, maintenance and monitoring of the Preserve.

###### Golf Course:

- The Board of Airport Commissioners in consultation with others shall prepare a request for proposal to develop the golf course area in accordance with criteria specified in the Specific Plan.
- Responsibilities are also assigned for operation, maintenance and monitoring of the golf course.

370LAX1 (032095)



Part 2

LOS ANGELES AIRPORT/EL SEGUNDO DUNES  
SPECIFIC PLAN

Ordinance No. 167.940  
Effective June 28, 1992

SUBJECT INDEX

SUBJECT

PAGE

Monitoring Programs 4-3  
Golf Course  
Preserve

Plan Approvals 4-3  
Purposes 4-1

Restoration and Maintenance of Preserve 4-2

Specific Plan Area, Map 4-1,2

Walking Trails 4-3

370LAX2 (032095)

<u>SUBJECT</u>	<u>PAGE</u>
Airport Commissioners, Board of	4-2,3
Airport Flight Operations	4-3
Bikepaths	4-3
Building Permits	4-3
Certificate of Occupancy	4-3
City Council	4-3
Coastal Commission	4-3
Coastal Development Permit	4-2,3
Definitions	4-1,2
Department of Airports, Executive Director	4-2,3
Department of Building and Safety	4-3
Department of City Planning, Director	4-3
Department of Environmental Affairs, General Manager	4-2,3
Dune's Habitat Preserve	4-2,3
Access	
Airport Navigational and Safety Facilities	
Annual Report	
Monitoring Program	
Operation and Maintenance	
Principal Uses	
Program	
Report	
Federal Aviation Administration	4-3
Golf Course Area	4-2,3
Access	
Ancillary Facilities	
Composting Facility	
Development Criteria	
Maintenance, Finance of	
Monitoring Program	
Parking	
Request for Proposal	
View Sites	
Visitor Center	
Irrigation	4-3
Land Use Regulations	4-3
Airport Navigational & Safety Facilities	4-3
Golf Course	4-3
Preserve	4-3





Part 3

LOS ANGELES AIRPORT/EL SEGUNDO DUNES  
SPECIFIC PLAN

Ordinance No. 167,940  
Effective June 28, 1992

ANNOTATED TABLE OF CONTENTS

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Restoration Maintenance of Preserve	Departments of Airports and Environmental Affairs to prepare report to submit to Coastal Commission for comment.	3A
	Departments of Environmental Affairs and Airports are both responsible for restoration, while the Department of Airports is responsible for operation and maintenance.	
	Restricts: access, principal uses, and airport navigational and safety facilities.	
Public Golf Course	Permitted as shown on map, subject to Coastal Development Permit.	3B
	Board of Airport Commissioners to prepare RFP to develop golf course area according to Specific Plan.	
	Visitor center, view sites, composting facility, parking.	3C
Irrigation	Use of reclaimed water required.	3D
Bikepaths and Walking Trails	To be established prior to or concurrent with development of golf course.	3E
Flight Safety	Airport flight operations may not be compromised.	3F
Monitoring Programs	Monitoring program for the restoration and maintenance of Preserve to be prepared by the Board as part of the development plan for golf course.	3G
	Monitoring programs for golf course to be portion of development plan.	

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Building Permits and Plan Approvals	Permits and approvals to be reviewed by Director of Planning for conformance with Specific Plan and Coastal Development Permit.	4A
	Department of Airports to prepare plans for approval by Board, after consultation with City Council at a public hearing.	4B

370LAX3 (032095)



Part 4

LOS ANGELES AIRPORT/EL SEGUNDO DUNES  
SPECIFIC PLAN

Ordinance No. 167,940  
Effective June 28, 1992

An ordinance establishing the Los Angeles Airport/El Segundo Dunes Specific Plan for that portion of the Westchester-Playa del Rey Community Plan area that is bounded by Napoleon and Waterview Streets on the north, by Imperial Highway on the south, by Pershing Drive on the east, and by Vista del Mar on the west.

WHEREAS, the California Coastal Act of 1976 declares the State's coastal zone to be "a distinct and valuable resource of vital and enduring interest" for all its citizens, as well as a "delicately balanced ecosystem;" and

WHEREAS, the Coastal Act states that "permanent protection of natural and scenic resources is a paramount concern to present and future residents" of both the State and the Nation; and

WHEREAS, the Coastal Act further requires preservation of "the ecological balance of the coastal zone," in order to promote "public safety, health and welfare," as well as to protect wildlife and other natural resources; and

WHEREAS, the Los Angeles City Department of Airports has removed more than 800 homes from these Dunes since 1965 to reduce noise impacts on housing and is now proposing to provide habitat protection and recreation uses on the site; and

WHEREAS, the Los Angeles International Airport Interim Plan (CF 80-4283), adopted on January 12, 1981, identifies the Airport/El Segundo Dunes as an "Open Space Area . . . to be used for recreation and habitat uses plus related parking;" and

WHEREAS, the Airport/El Segundo Dunes, which consist of approximately 302 acres, are a small remnant of a once-vast dune ecosystem and constitute an endangered landform; and

WHEREAS, 900 species of flora and fauna have recently been recorded on these Dunes, 35 of which are limited in range to Southern California Dunes systems; and

WHEREAS, at least 11 rare species of flora and fauna are known to exist within the boundaries of the Airport/El Segundo Dunes, all of which are considered to be globally endangered; and

WHEREAS, dune-dependent species are concentrated in areas within approximately 200 acres of the Dunes, as identified in the July 1990 report, Species Diversity and Habitat Evaluation Across the El Segundo Sand Dunes at LAX, by Dr. Rudi Mattoni; and

WHEREAS, approximately 100 acres of the Dunes have been drastically altered, do not contain significant habitat resources, and are therefore suited for public recreational uses; and

WHEREAS, a golf course is desired to meet the recreational needs of the City's residents and to augment dune habitat; and

WHEREAS, the City's Conservation Plan identifies the portion of the Dunes intended for preservation as an "Ecologically Important Area;" and

WHEREAS, the location of the Airport/El Segundo Dunes within the Los Angeles Metropolitan area provides opportunities for scientific research as well as educational and recreational activities for a large urban population; and

WHEREAS, the recreational and educational values of the Dunes would be further enhanced by provision of a view area, bike and walking paths, and a visitor center featuring dune habitat and dependent species;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF SPECIFIC PLAN

- A. The City Council hereby establishes this Los Angeles Airport/El Segundo Dunes Specific Plan applicable to that approximately 302-acre area of the City of Los Angeles as shown on the Specific Plan map.
- B. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code and do not convey any right not otherwise granted under the provisions and procedures of that Chapter, except as specifically provided herein. The provisions of this Plan shall prevail in any conflict between the language of this Plan and the Code.
- C. This Specific Plan is enacted in order to restore and preserve the natural ecology of the Dunes and those native dune-dependent species that exist thereon; to provide for active recreation in the form of a public golf course and related facilities, consistent with the preservation of the Dunes ecology; and to provide for passive recreation in the form of paths, a visitor center, and viewing areas that will give visitors an opportunity to learn about sand dune ecology and to observe both airfield activities and the scenic beauty of the ocean and the Dunes.
- D. Map. The provisions of this ordinance shall apply within the area shown on the Specific Plan map.

## Section 2. DEFINITIONS

The following terms used in this ordinance, with the first letter capitalized, are defined below. Terms used in this ordinance shall have the meaning specified in Section 12.03 of the Los Angeles Municipal Code, except as specifically defined herein.

**Airport** means the Los Angeles International Airport.

**Dunes, Specific Plan Area, and Plan Area** mean the Los Angeles Airport/El Segundo Dunes of approximately 302 acres, as shown on the Map.

**Dunes Habitat Preserve and Preserve** mean approximately 200 contiguous acres, as indicated on the Map, set aside for preservation of native dune-dependent species identified in the report, Species Diversity and Habitat Evaluation Across the El Segundo Sand Dunes at LAX, dated July 1, 1990, by Dr. Rudy Mattoni.

**Golf Course Area** means a public golf course on approximately 100 contiguous acres, as indicated on the Map.

**Map** means the Specific Plan map contained in this ordinance.

**Program** means the phased restoration and maintenance of the Dunes Habitat Preserve.

## Section 3. LAND USE REGULATIONS

The following regulations shall apply in the Specific Plan Area:

- A. **Restoration and Maintenance of the Preserve.** The Dunes Habitat Preserve, as shown on the Map, shall be restored as reasonably feasible to natural state for the express purpose of providing a permanent preserve for dune-dependent species.

The Executive Director of the Department of Airports (Executive Director) and the General Manager of the Department of Environmental Affairs (General Manager) shall prepare a report describing a program for the phased restoration and maintenance of the Preserve consistent with this Specific Plan. Within 180 days of the approval of the Specific Plan by the Coastal Commission, the Executive Director shall submit the Executive Director's and General Manager's Report (Report) to the Board of Airport Commissioners (Board) for its approval. Within 90 days of the receipt of the Report, the Board shall submit the Report to the Coastal Commission for its review and comment.

The Board shall initiate the Program within 180 days of the completion of the Coastal Commission review of the Report.

The General Manager and the Board shall have responsibility for the restoration of the Preserve as funding for restoration efforts become available. The Board and the General Manager may seek funding for the Program from any available source.

The Board shall have the responsibility for operation and maintenance of the Preserve.

The General Manager, the Board, and the Executive Director (upon approval of the Board) may retain parties to assist in carrying out their duties and responsibilities under the Program and this Specific Plan.

The General Manager shall submit an annual report to the Coastal Commission on the progress of the restoration Program.

Access to the Preserve shall be restricted consistent with the site's environmental sensitivity. Regulations for such access (including hours and terms of supervision) shall be approved by the Board. Access may also be restricted by the Board and/or Executive Director based on the security needs of the Department of Airports.

Principal uses within the Preserve shall be limited to habitat restoration and maintenance directed primarily toward enhancement for threatened and endangered species; scientific research; and education. Except when associated with habitat restoration and maintenance, site alteration shall be kept to an absolute minimum.

Existing Airport navigational and safety facilities are permitted. To the extent consistent with Federal laws and legally enforceable Federal regulations, development of additional navigational and safety facilities shall require a Coastal Development Permit. Placement of such facilities shall be compatible with the preservation of habitat values. The Federal Aviation Administration's Very-High Omni Range (VOR) Navigation Beacon and the remote antennae shall have their own security and access provisions. Routine operations and maintenance of the VOR area shall be conducted in such manner as to minimize disruption to adjacent habitat.

- B. **Public Golf Course.** A public golf course shall be permitted on approximately 100 contiguous acres, as indicated on the Map, subject to a Coastal Development Permit. Appropriate ancillary facilities may be sited on the Golf Course Area.

The Board, in consultation with Departments of Planning, Airports and Environmental Affairs, the Mayor, and the Councilmember for the District in which the Golf Course will be located, shall prepare a Request for Proposal to develop the Golf Course Area in accord with the provisions of this Specific Plan.

Precautions, including the following, shall be taken to preserve the natural dunes ecology in the development of the golf course: grading, earth movement and site alteration shall be kept to a minimum; landscaping shall be consistent with and encourage the presence of native vegetation. Primary access to Golf Course Area facilities shall be from Pershing Drive. A condition of acceptance of a proposal for development of the Golf Course shall be the provision of a revenue stream which can contribute to the ongoing maintenance of the Dunes Habitat Preserve.



All uses within the Plan Area, except the Dunes Habitat Preserve, shall be open to the public. However, the Board of Airport Commissioners may adopt rules regulating this access.

C. **Additional Uses.** The following additional uses may be accommodated on the area identified for Golf Course and ancillary purposes:

1. A one-acre site for a visitor center featuring interpretive materials on Dunes ecology, connected by trails with appropriate signage to one or more view sites.
2. One or more view sites with benches and/or picnic tables, connected by trails to the visitor center and the public park.
3. A composting facility adequate to compost green wastes from the Golf Course.
4. Parking consistent with Coastal standards for visitor and recreational uses.

D. **Irrigation.** Irrigation within the Specific Plan Area shall use reclaimed water when available, except that, during the restoration process, potable water may be used as required within the Dunes Habitat Preserve. Irrigation on the Golf Course Area shall be allowed only if consistent with Department of Water and Power water conservation criteria. Irrigation plans shall be prepared by the Board in consultation with the Bureau of Engineering and the Environmental Affairs Department.

E. **Bikepaths and Walking Trails.** Bikepaths and walking trails shall be established by the Board around the entire Specific Plan Area to the maximum extent feasible before or at the same time as the development of the Golf Course. If feasible, such trails may cross the site in the area of the boundary between the Golf Course and the Dunes Habitat Preserve and/or at its northern edge. Trails and paths shall be designed and constructed so as to cause minimal disruption to dune habitat. Fences and/or walls between the paths and the Dunes Habitat Preserve shall be provided if determined to be necessary for habitat protection. Appropriate signage shall be placed along the trails, identifying native flora and fauna.

F. **Safety of Airport Flight Operations.** Notwithstanding any other provision of this Specific Plan, no use, development or activity regarding the Specific Plan Area may compromise the safety of airport flight operations in any way. Final authority for determining whether airport flight operation safety is compromised rests with the Federal Aviation Administration.

G. **Monitoring Programs.** A monitoring program for all phases of implementation of this Specific Plan shall be prepared by the Board in consultation with the General Manager. However, the monitoring program for the restoration and maintenance of the Preserve shall be included as part of the Executive Director's and General Manager's Report described in Subsection 3A.

In addition, a monitoring program shall be included as part of any development plan for the Golf Course Area to assure that the Golf Course Area and all facilities therein are maintained in a manner compatible with the Preserve.

#### Section 4. BUILDING PERMITS AND PLAN APPROVALS

- A. The Department of Building and Safety shall not issue a building permit for any work or a certificate of occupancy for any use in the Specific Plan Area until the Director of Planning or his or her designee has reviewed the application for the permit or certificate, and determined that it is in conformance with the provisions of this Specific Plan, and that a Coastal Development Permit has been obtained and any appeals to the Coastal Commission have been resolved. Any person aggrieved by any determination of the Director of Planning pursuant to this Subsection may appeal that determination to the Council, utilizing the fees and procedures set forth in Section 17.06 A 4 of the Los Angeles Municipal Code.
- B. The Executive Director shall prepare all necessary grading, landscaping and irrigation, parking, bikeway and walking trail plans. Prior to their implementation, such plans shall be considered and approved by the Board after consultation with the City Council at a noticed public meeting.

#### Section 5. SEVERABILITY

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not effect other Specific Plan provisions, clauses or applications that can be implemented without the invalid provision, clause or application. To this end, the provisions and clauses of this ordinance are declared to be severable, provided that in the case of such determination of invalidity, the Specific Plan shall be submitted to the Coastal Commission for determination whether it remains consistent with the Coastal Act.

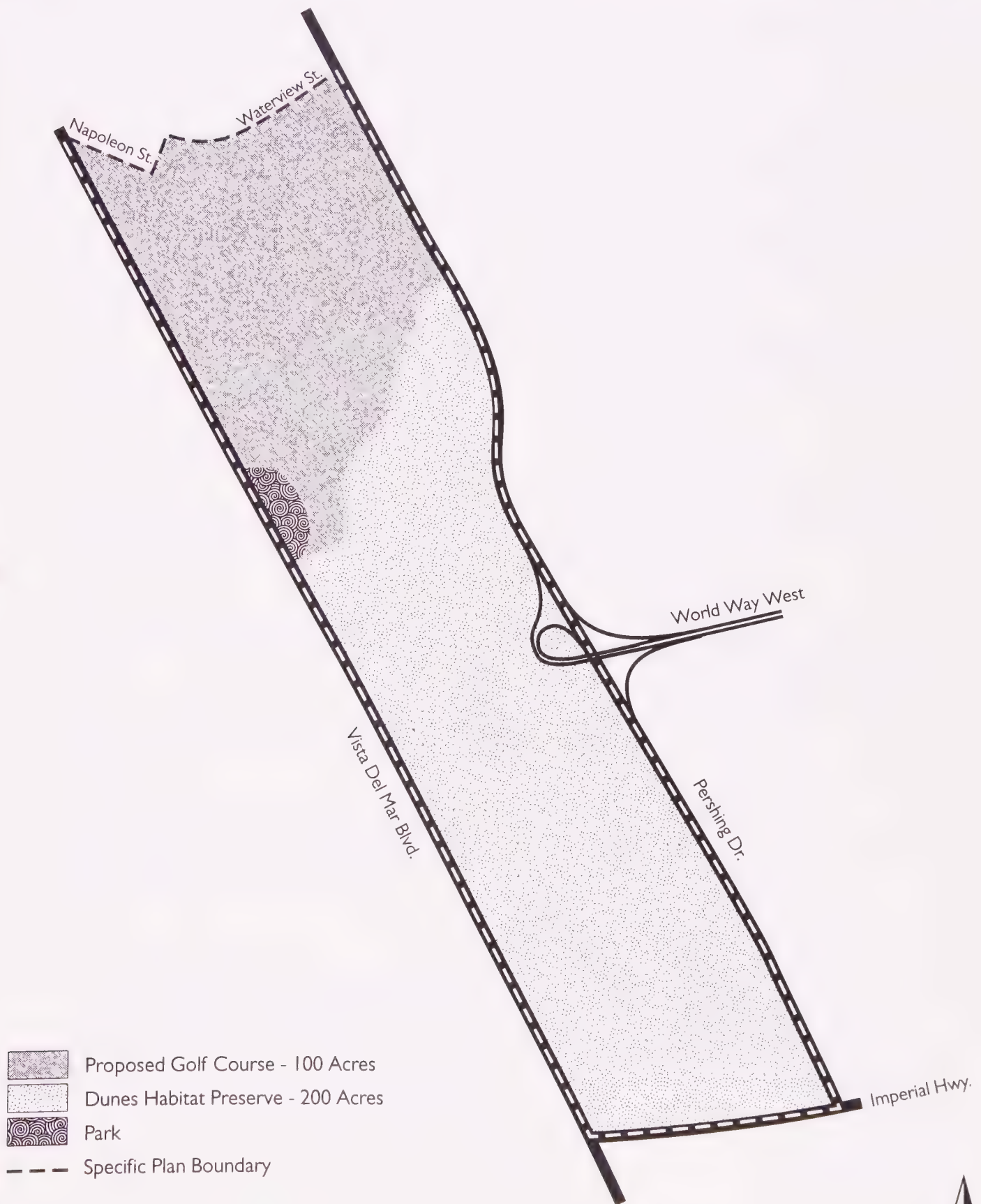
#### Section 6. AUTHORITY OF THE BOARD OF AIRPORT COMMISSIONERS

The Board may only use monies from the Airport Revenue Fund established pursuant to Charter Section 239.8 if the Board determines that use of such funds is lawful under the Charter, relevant Federal grant assurances, and bond covenants.

370LAX4 (071095)



# L.A. Airport/El Segundo Dunes Specific Plan





**Part 5**

**LOS ANGELES AIRPORT/EL SEGUNDO DUNES  
SPECIFIC PLAN**

**Ordinance No. 167,940  
Effective June 28, 1992**

**ADMINISTRATIVE RESPONSIBILITIES**

**Department of Airports**

- The Executive Director of the Department of Airports, with the General Manager of the Department of Environmental Affairs, shall prepare a report describing a program for the restoration and maintenance of the Preserve. The report shall be submitted for approval by the Board of Airport Commissioners and review and comment by the Coastal Commission.
- The General Manager of the Department of Environmental Affairs and the Board of Airport Commissioners shall have the responsibility for the restoration of the Preserve. (3A)
- The Board of Airport Commissioners shall have responsibility for the operation and maintenance of the Preserve. (3A)
- The Board of Airport Commissioners, in consultation with the Departments of Planning, Airports and Environmental Affairs, the Mayor and the Councilmember of the District, shall prepare a request for proposal (RPF) to develop the Golf Course Area. (3B)
- The Board of Airport Commissioners, in consultation with the Bureau of Engineering and the Department of Environmental Affairs, shall prepare irrigation plans for the Specific Plan Area. (3D)
- The Board of Airport Commissioners, in consultation with the General Manager of the Department of Environmental Affairs, shall prepare a monitoring program for all phases of development. (3G)
- The Executive Director of the Department of Airports shall prepare all necessary grading, landscape and irrigation, parking, bikeway and walking trail plans for approval by the Board of Airport Commissioners, after consultation with the City Council at a noticed public meeting. (4B)

**Department of Environmental Affairs**

- The General Manager of the Department of Environmental Affairs, with the General Manager of the Department of Airports, shall prepare a report describing a program for the restoration and maintenance of the Preserve.
- The General Manager of the Department of Environmental Affairs and the Board of Airport Commissioners shall have the responsibility for the restoration of the Preserve. (3A)

- The General Manager of the Department of Environmental Affairs shall submit an annual report to the Coastal Commission on the progress of the restoration work. (3A)

**California Coastal Commission**

- The Coastal Commission shall review and comment on the City report for the restoration and maintenance of the Preserve. (3A)
- The Coastal Commission shall issue Coastal Development permits on development of additional navigational and safety facilities as applicable under federal regulations. (3A)

**Federal Aviation Administration**

- The Federal Aviation Administration shall have final authority in determining that no use, development, or activity in the Specific Plan compromises airport flight operation safety. (3F)

**Department of Building and Safety**

- The Department of Building and Safety shall not issue a building permit or a certificate of occupancy until the application has been reviewed and approved by the Director of Planning. (4B)

**Department of City Planning**

- The Director of Planning shall determine that an application for a building permit or certificate of occupancy is in conformance with the provisions of the Specific Plan and that a Coastal Development Permit has been obtained and any appeals have been resolved. (4B)

370LAX5 (032095)





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Joyce Odell, Cartographer

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## **LOS ANGELES AIRPORT/EL SEGUNDO DUNES SPECIFIC PLAN**

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